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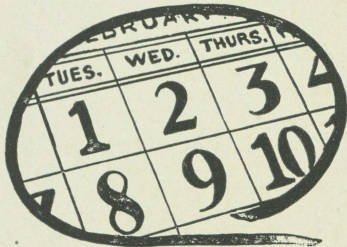
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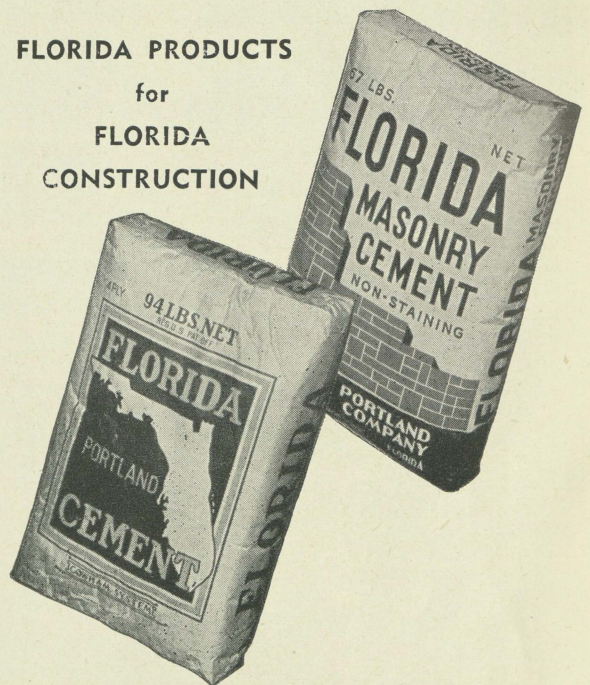
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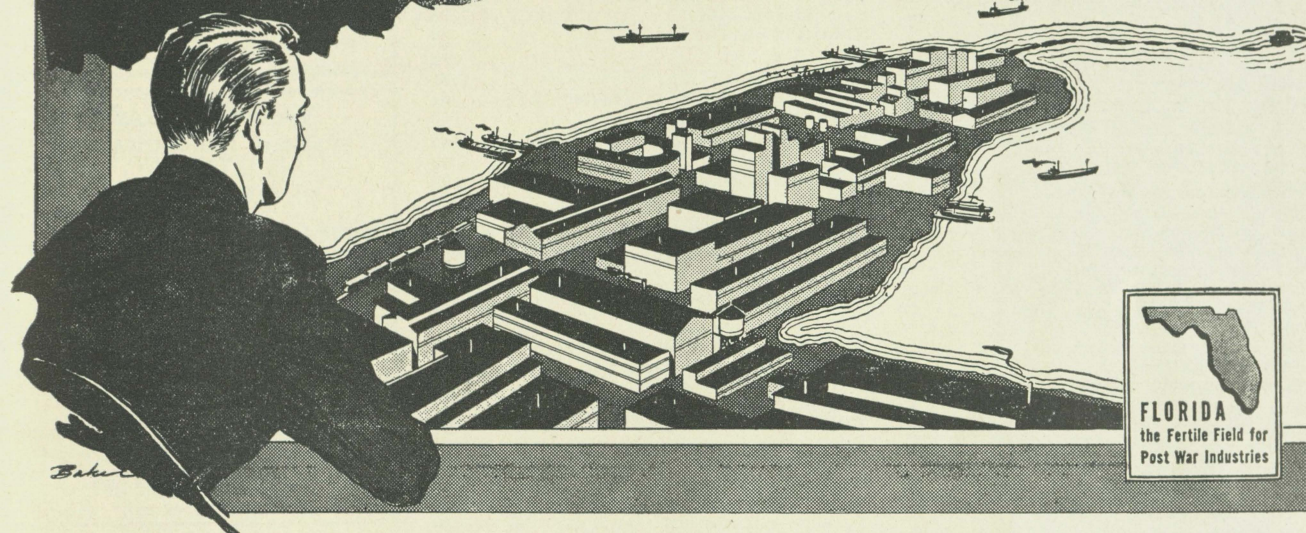


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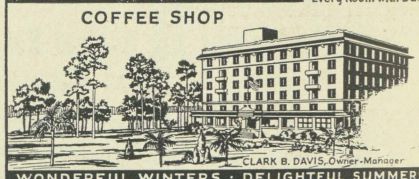
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FLORIDA HIGHWAYS

Official Publication of

**State Road Department of Florida—Florida Highway Patrol
Association of County Commissioners—Florida Trucking Association, Inc.**
Authorized medium of Motor Vehicle Division and other State departments.

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Editor

J. E. ROBINSON, Winter Garden

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A magazine of general circulation and general public interest dedicated to construction and improvement of Florida highways, to traffic safety, public education and all that these imply in the future development of Florida resources and possibilities. Not published at State expense. Manuscripts and pictures intended for publication should be addressed to the editor. Contributions of pictures and reading material are welcomed, but publisher accepts no responsibility for their loss. Permission is hereby given to newspapers and other publications to reprint material contained herein (unless specifically restricted in the title of the material) provided proper credit is given Florida Highways, Reg. U. S. Pat. Off. Subscription price, \$2.00 per year; single copies 25 cents. Published monthly and entered as second class matter July 11, 1941, at the postoffice at Winter Garden, Fla., under the Act of March 3, 1879.

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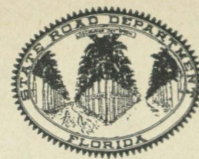
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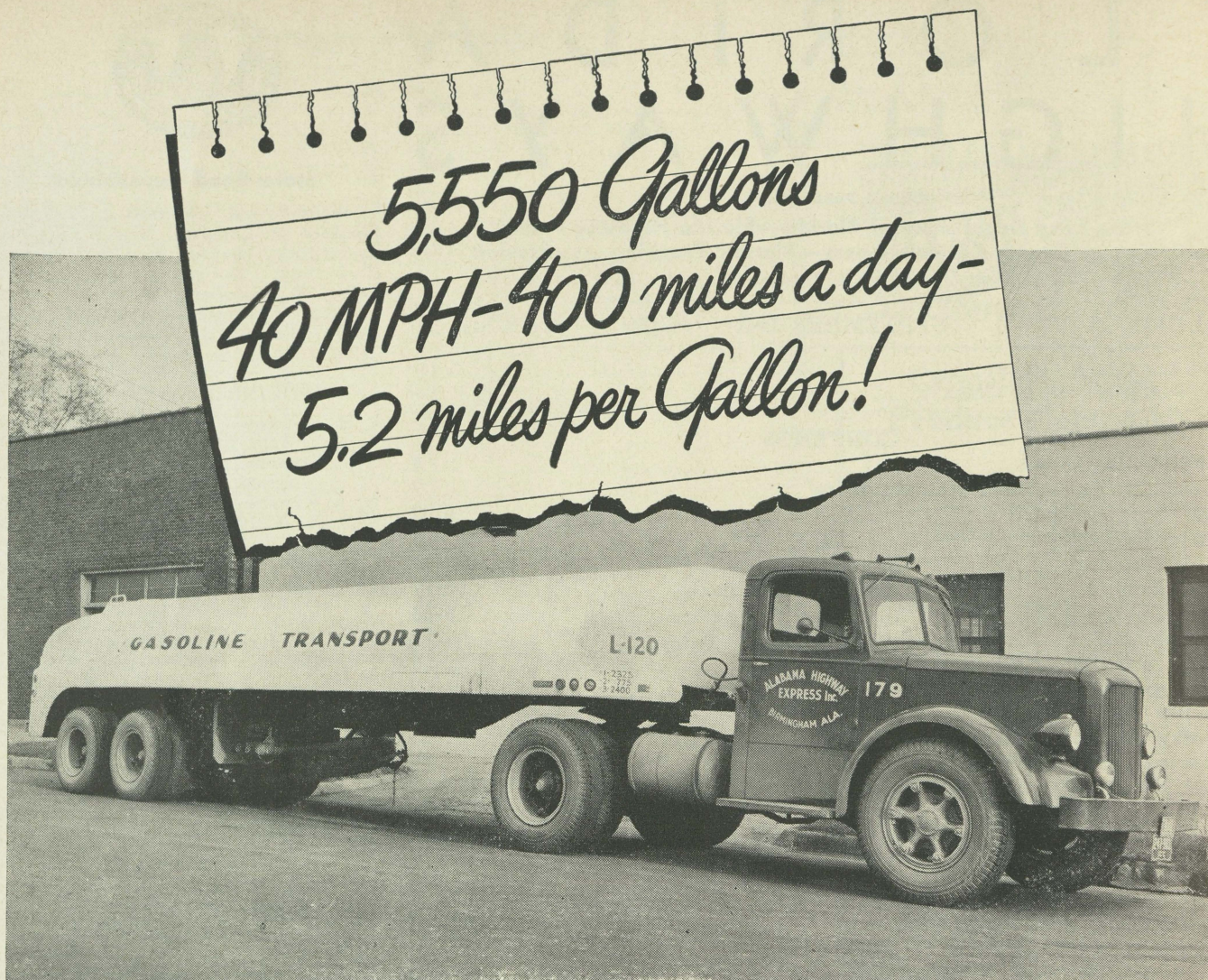
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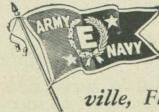
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EDITORIALS

IT DID NOT HAPPEN HERE

ON PAGE 20 in this issue of Florida Highways magazine is the true story of parents who placed their little subnormal girl in a State institution.

The decision to commit a member of one's family to an institution is never an easy one. Before such a decision can be reached many factors must be considered. Care of the subnormal and mentally ill in private institutions is beyond the means of the average family; if not entirely so, it can be provided in many cases only by depriving normal members of the same family of educational and other advantages. A forceful argument in favor of committal is that the subnormal and deranged are ill at ease and unhappy in the world of the normal where they are conspicuously outsiders and misfits and where they are subject to the jeers of the thoughtless. Among others of like condition they fit in and make friends.

In the case described the parents of the little girl took into consideration the needs of the normal little boy and also of the girl to find companionship. After making their decision they were not satisfied until they had seen the effect of her new environment on the little girl.

It did not happen in Florida. It could not happen in Florida now. The institution to which the little girl was taken and where she gained in weight, health, and well-being, was large enough and well enough staffed to take care of its young patients properly. Florida has no such institution.

Florida families can usually get rid of some relative who is unable to adjust to the normal world by sending him to one of our overcrowded and understaffed institutions. The superintendents and staffs of these institutions have labored long and manfully to preserve in them as reasonable a facsimile as feasible of decent, humane, civilized conditions. That they have not always succeeded is the logical result of the campaign for "economy" in government. For the sake of "economy" we have eight doctors trying to do the work of 35, we have one attendant where there should be 10, and we have wards so packed with beds that they touch at ends and sides, four and more rows deep, depriving the patients of the air space that health rules demand. At the institution described in the article children were playing in satisfactory surroundings. At the nearest comparable Florida institution, the Farm Colony, the badly needed porch has been boarded up and stacked tightly with beds to serve "economy." This institution has long since fallen short of its original purpose as a home for subnormal children and now houses middle-aged imbeciles because there is no other place to send them.

This great, proud, wealthy State of Florida has neglected and starved its institutions until some of

them are little more than detention barracks where the unwanted members of society can be kept alive and out of sight. To provide modern, scientific care for these unfortunates might require an expenditure that would cost Florida citizens an average of 50 cents more a year and that, of course, could not be classified as "economy."

Each citizen may smugly close his eyes to these conditions, shirk his share of the responsibility and selfishly say to himself, "It could not happen to me or to my family."

The stark fact is that it has happened to some of the most prominent and successful families in Florida and it could happen to yours. No one expects his home to burn down but nearly every householder carries insurance. No one expects the birth of a subnormal baby, no one expects a member of his family to develop a mental illness, no one expects a girl or boy to yield to temptation and run afoul of the law. And yet these things do occur and they do not pass by the families of distinction. What is it worth to the average Floridian to carry insurance providing decent, humane care for any relative or friend who may be placed in an institution? What is the value of the peace of mind that would come from the knowledge that the State of Florida is meeting its responsibility to all unfortunates? Fire insurance on a small home costs more. Health and accident insurance costs more. Institutional insurance covering all citizens of the State would cost much less and would guarantee a much greater return in case of need. Can we afford it or must we "economize" at the expense of the State's wards who may include at any time some relative of any given Floridian?

Florida citizens are now spending each year on the average about \$1.25 for hospitals and corrections. With an expenditure of about \$1.50 per citizen we could provide our institutions with satisfactory buildings and equipment. With an annual outlay amounting to an average of 50 cents more a year, we could maintain them in a manner that would give us Nation-wide prestige and great personal pride and satisfaction. Is it worth that much to the taxpayers who contribute to the State largely through levies on gasoline, liquor, beer, and cigarettes? Or would the motorists, beer and liquor drinkers, and cigarette smokers of Florida prefer to have even more economy and even worse conditions in our institutions? It is a simple question that any citizen can answer for himself.

It is the purpose of this issue of Florida Highways to enable the citizens of Florida to answer the questions on the basis of the facts.

Anyone who decides in favor of "economy" and against humanity should be forced to spend a Sunday afternoon in a ward at the Farm Colony. If, after that experience, he should retain his original opinion, he should be kept there permanently.

Best Foot

THESE VIEWS of Florida custodial institutions show the better side. The need for enlarged facilities, improvements, repairs, and reconditioning could hardly be exaggerated but this does not mean that everything is wrong. Much is right and that is to the credit of the men and women who have done the best they could with the little they have had to work with.

On this page are pictured buildings at State institutions. Some of these pictures are deceitful in that they show exteriors in good condition whereas the interiors of the buildings show decay and deterioration and, in many cases, poor design for their purposes or functions which have been rudely changed to meet emergency needs.

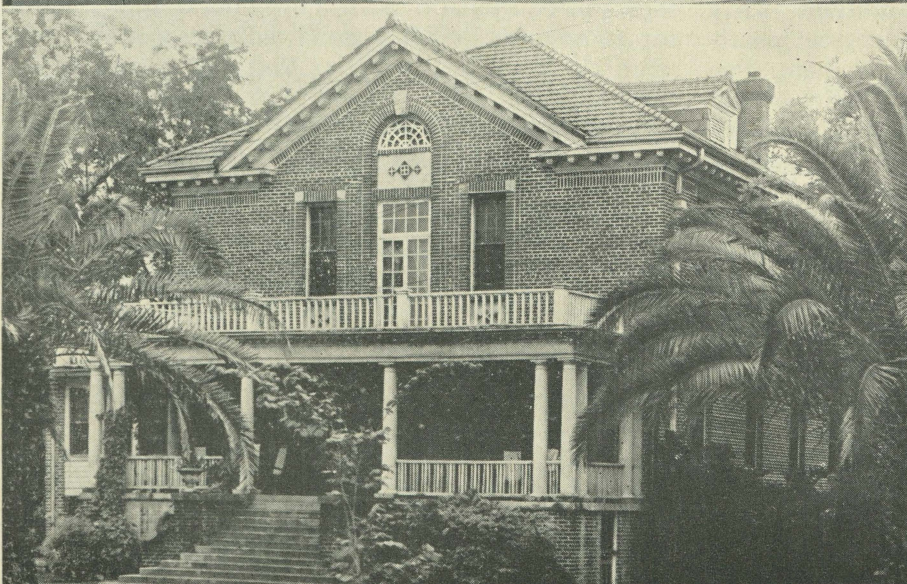
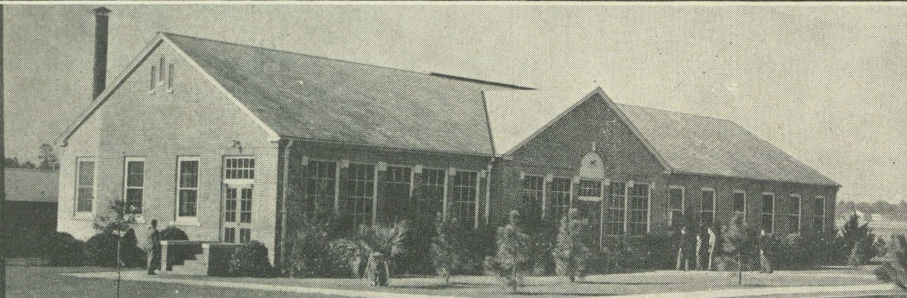
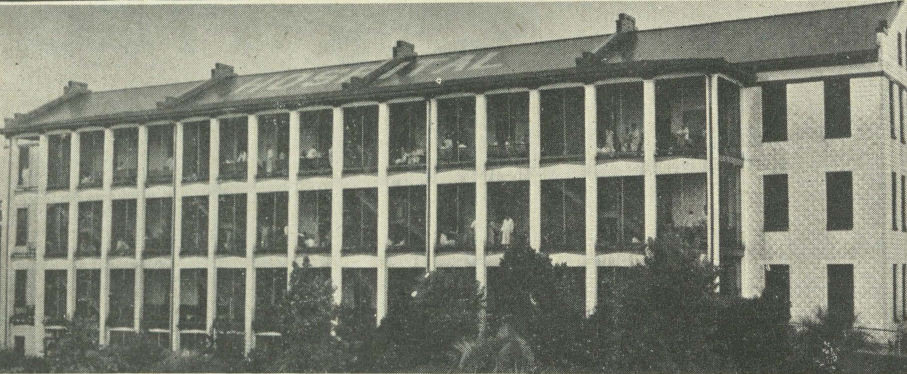
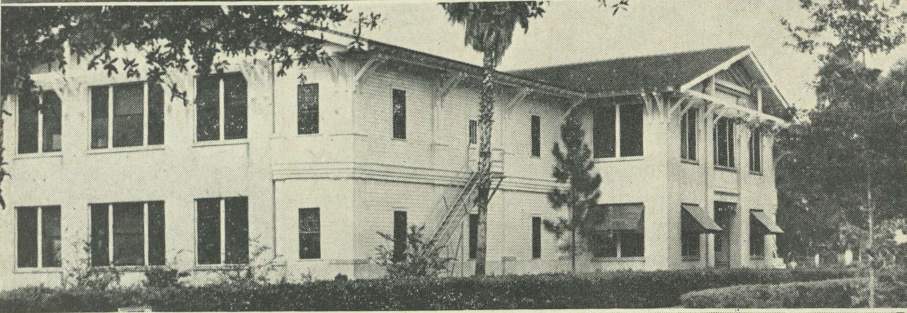
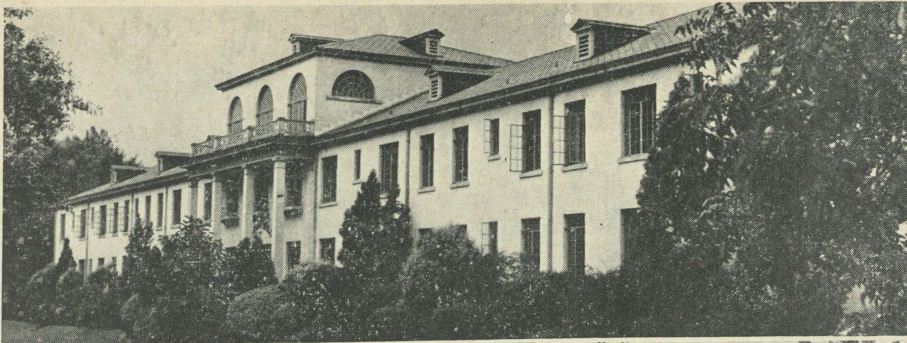
Some of the buildings are modern, well designed, and first rate in every respect.

One of the finer of the newer buildings is Landis Hall shown at top of this page. Landis Hall houses the nurses home and training school at the Florida State Hospital. It is probably the most modern building in design and construction at any State institution. Also modern and well designed is the new recreation hall at the State Hospital.

Next in order from top to bottom are:

Administration building of Florida Farm Colony at Gainesville. Wards are located on both the first and second floors of this frame building.

One of the white male wards at the Florida State Hospital. This building is close to an average for the institution, not as old as the territorial arsenal buildings and better designed for its purpose, it is not as new or as well designed as more recent structures. This scene illustrates the importance of screened porches for air and sunlight. The heavy use being made of the porches here points up the deprivation of patients at the Farm Colony where porches



Forward...

have been boarded up and pressed into service for bed space.

Dining hall at the Boys School at Marianna. This is one of the newer and best designed of the buildings at this institution. It is in sharp contrast with many of the older buildings, some of which are in decay, as shown on the following pages.

Administration building at Girls School at Ocala. The exterior gives no hint of the decay to be found on the inside. As illustrated in following pages, the recreation room in this building is not in use because leaking plumbing has caused falling plaster in the ceiling. This and many other institutional buildings with good basic structure can be salvaged for long-time use if thoroughly reconditioned and repaired.

* * *

Illustrated here are functions of State institutions which are being carried out in satisfactory manner.

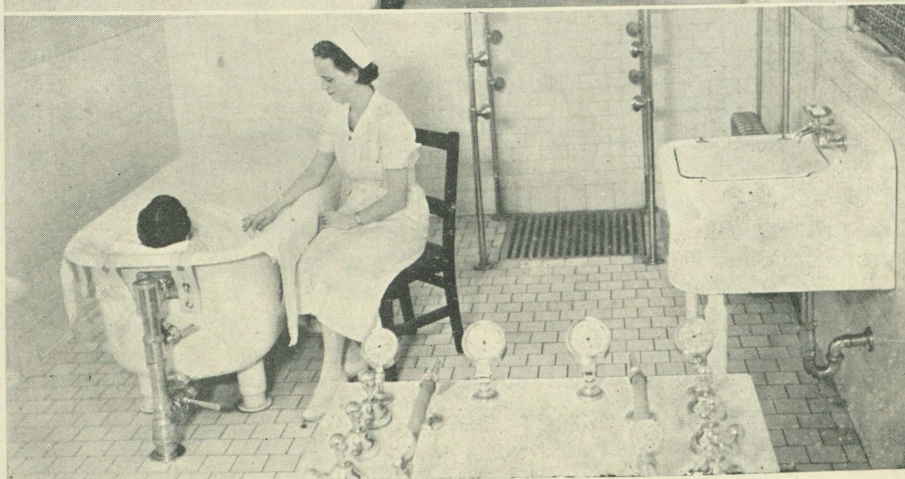
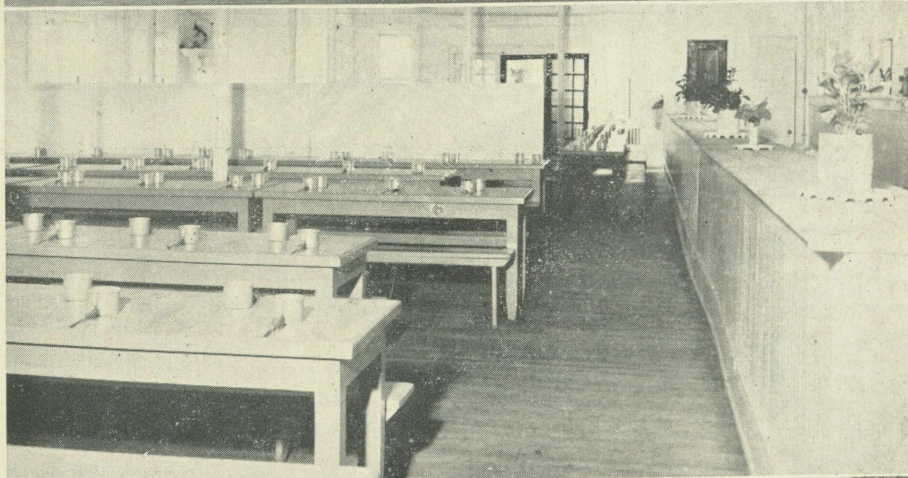
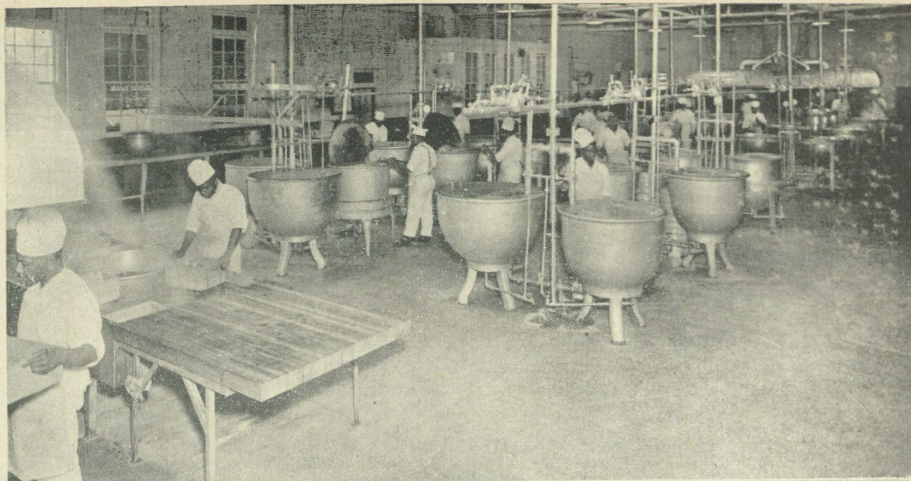
At top is a scene in one of the largest and best equipped kitchens in the Nation, that at the Florida State Hospital. Wholesome meals are prepared and served at all State institutions at a minimum cost because of the general practice of producing food on institutional farms. The pressure cookers shown here prepare vast quantities of food, clean and palatable, for patients.

Outdoor recreation is emphasized at all institutions. This is a scene at the Boys School. Basketball, football, baseball, and other outdoor sports are encouraged and well directed. The boys also receive vocational training in the well-equipped shops.

The dining room at the Farm Colony at Gainesville is clean, freshly painted, well lighted and aired, and its appearance has been enhanced by potted plants. The equipment is plain and cheap but satisfactory. The chief need here seems to be for a better floor.

The last scene is of a physio-

(Continued on page 32)





Overcrowding . . .

OVERCROWDING IS the spectre that haunts all State institutions.

We have spared our readers by not showing scenes of closely packed beds while occupied by the unfortunates who must sleep packed into wards like those shown on the facing page. If necessary, to prove the point, the reader may picture these beds with their occupants in them to get an idea what discomfort results from such crowding.

On this page is the best dormitory found at any State institution. It is clean, in good condition and, as a single exception from the general rule, there is actually space between the beds. The white girls who occupy this room at the Industrial School for Girls at Ocala have equipped their windows with curtains and there are spreads on the beds. There is also a small dressing table with good light and one girl has left a doll on her bed. Such surroundings help to build self-respect and hasten rehabilitation. The space between the beds here is not as much as sound health rules require but otherwise no fault can be found with this dormitory except that the ceiling is beginning to crack.

On the facing page typical dormitory bed spacing

is illustrated. The top two pictures happen to have been made at the Boys School at Marianna but they could have been made elsewhere, since conditions of this kind are the rule.

In the top picture there is no space between the beds either at the sides or at the ends but the beds are well painted and clean. The second picture illustrates the effects of time—the paint on the beds is peeling off, making sanitation more difficult and double deckers have been added, still further reducing the cubic footage of air space to a bed, which was already woefully substandard. In both cases, the occupants must climb across the beds of others in order to reach their own. This necessity is particularly distressing at the Farm Colony and State Hospital where many patients occupy their beds in the daytime and are constantly disturbed by other patients crawling across them.

In the picture at the bottom the effect of overcrowding and lack of facilities and personnel for reconditioning is shown. This dormitory scene at the Florida Farm Colony shows beds packed solidly, making it necessary for imbecile patients to cross one another's beds. The paint on the beds has flaked

away and sanitation is next to impossible, because of the rough, flaky surfaces exposed.

Crowding is also acute in the dining rooms of most of the State institutions. At the State hospital dining space is at such a premium that patients cannot move their elbows without disturbing their neighbors, which results in disorder and frequent fights between them.

Overcrowding in dormitories, dining rooms and recreational halls makes it difficult for attendants to control patients and adds to their problems. When this fact is considered together with the shortage of personnel at all institutions, the difficulty of the task of operating them at a standard level of performance and results is obvious.

New buildings must be erected at all institutions to take care of the present overflow under more humane conditions as well as to provide for new admissions. Lack of space at the State hospital has resulted in confinement in jails of many patients and the Farm Colony has long since ceased to be a home for subnormal children.

MORE FLORIDA SURPRISES

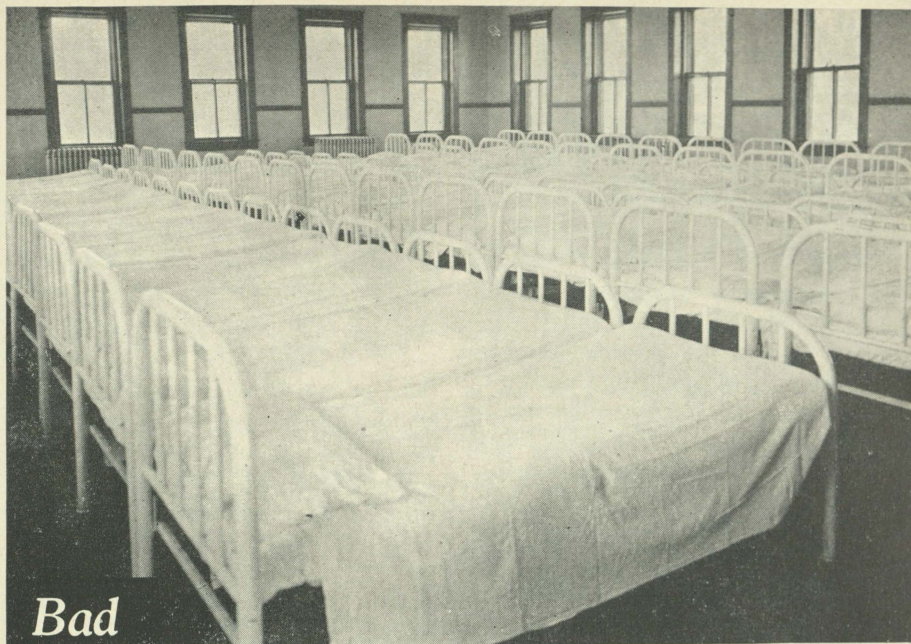
From time to time we see in the newspapers Florida information on some new resource or industry that reveals the possibilities in new things; an income for the State in things heretofore unknown or untried.

The Melbourne Times tells us that there is an agar plant at Jensen Beach which is turning out 200 pounds of concentrated agar every day which sells for \$4.50 a pound under government price ceiling.

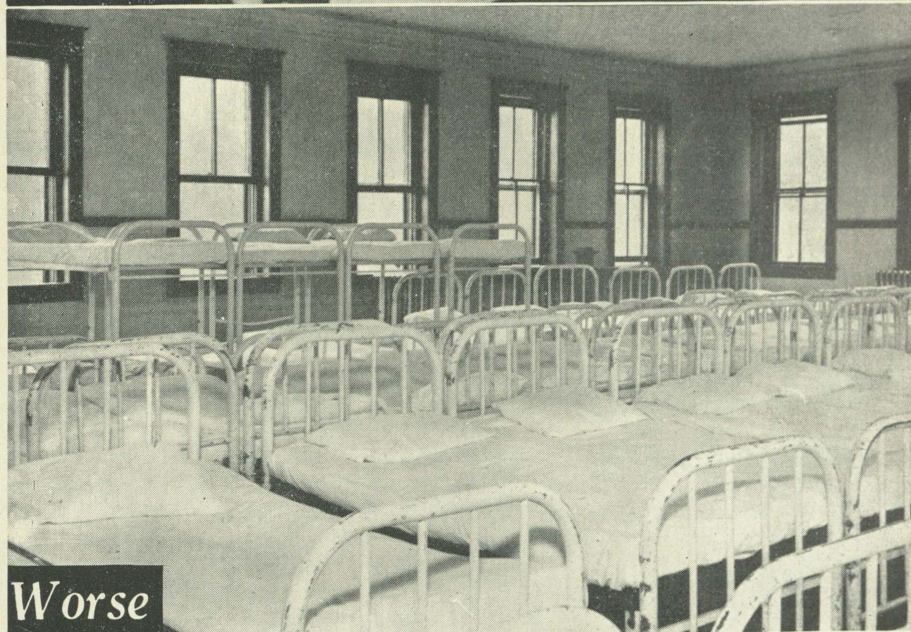
The plant cost \$100,000 and is operating under a ten-year exclusive franchise granted by the State Internal Improvement Board for processing seaweed in the Indian River from Fort Pierce Inlet to St. Lucie Inlet. Agar, which is being turned out from this plant, used to be a Japanese monopoly. It is an item highly essential for bacteriological and medicinal purposes.

PICTURES IN THIS ISSUE

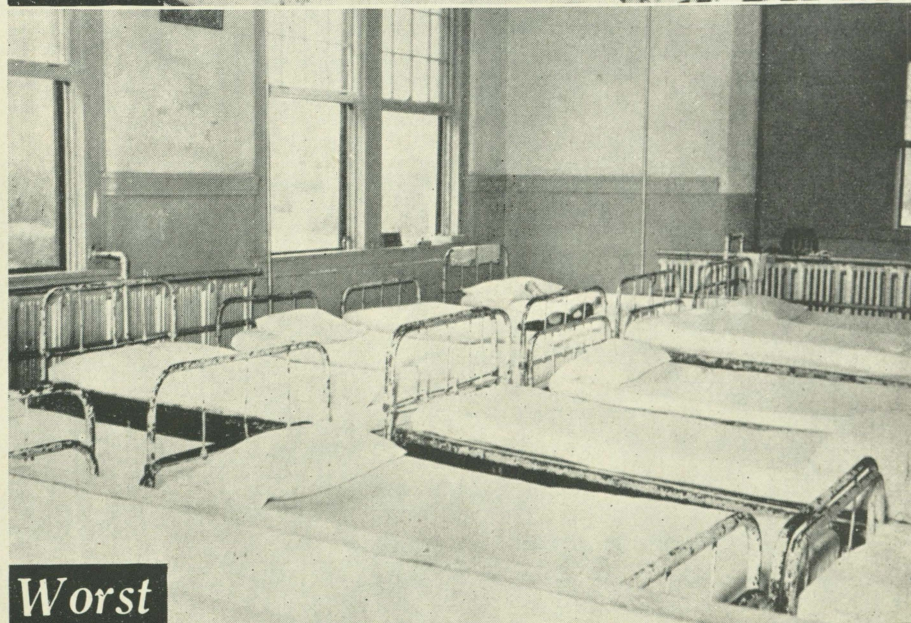
Photographs in this issue of State Institutions, including Cover page, were furnished by Forrest Granger of Tallahassee.



Bad



Worse



Worst

State Hospital . . .

THE NUCLEUS of the Florida State Hospital's physical plant, the central park, and surrounding buildings, is a historical curiosity. This group of buildings, housing white male and female wards, the general offices of the institution and other buildings, remains without substantial change just as it was when the central park was the parade ground and the buildings were the arsenal, commandant's home and barracks of the arsenal and fort at Mountvernon, long before Florida became a State.

A lithograph of the old Mountvernon arsenal as it appeared about 1837 is reproduced on the facing page. The octagonal tower is the same as that shown, as it is today, on the cover of this issue

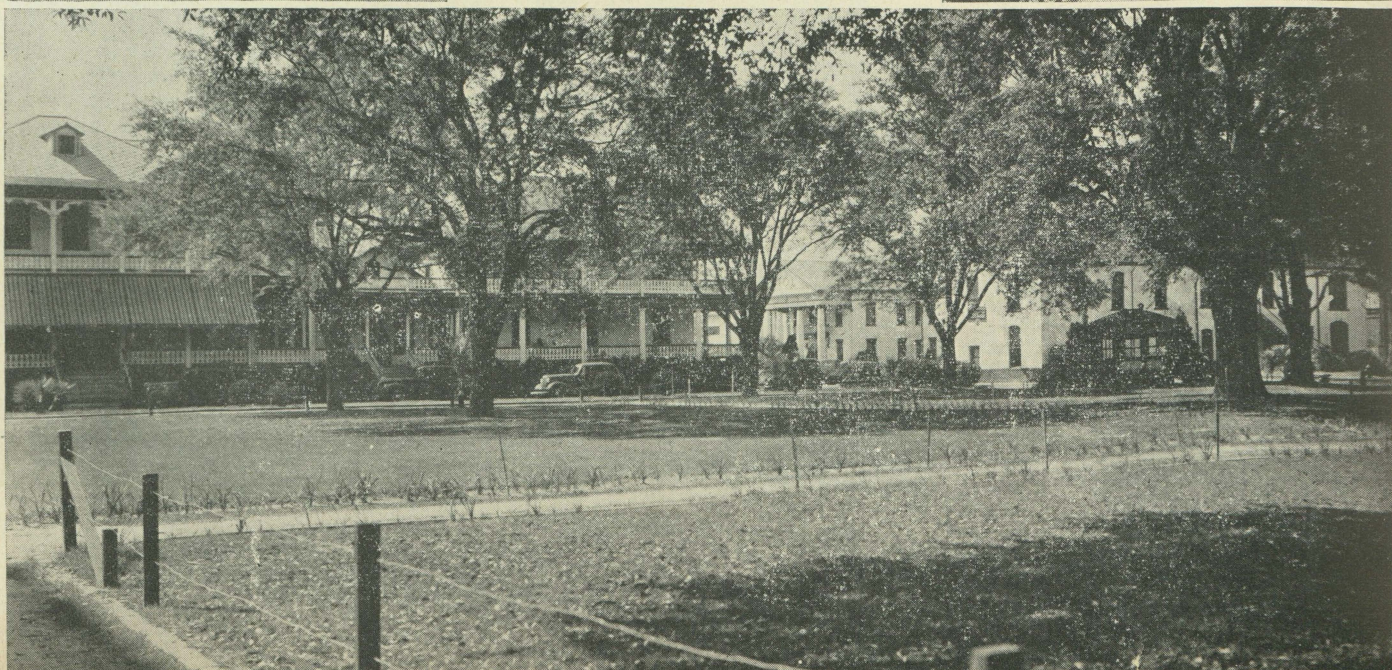
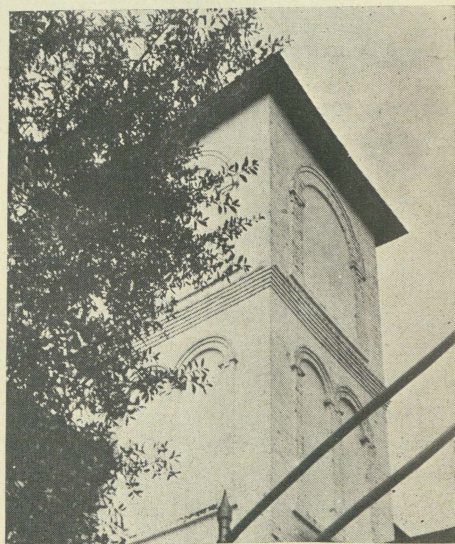
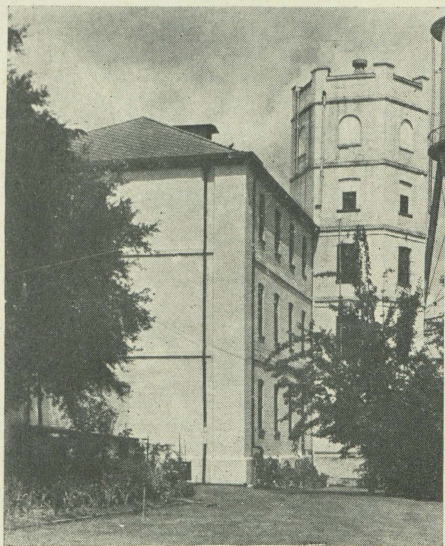
and, in reduced size, on this page. The wall is still there and so is the commandant's residence, once occupied by General Andrew Jackson and now by Superintendent J. H. Therrell. The space inside the tower is now used for bathrooms for the wards on each floor. Close beside the tower is a modern water tank. Other buildings were added about 100 years ago but one which may have been hidden from

This month's cover picture, reproduced above at right is a present day view of the old arsenal at Mountvernon, showing the tower, now adjacent to a modern water tank on the grounds of Florida State Hospital. Compare with the lithograph at top of facing page which was made about 1837 for the French book, *Views and Recollections of Florida*, described in *Florida Highways* for June. The brick wall of the early lithograph can be seen at lower left in the modern picture. The commandant's residence seen at left in the lithograph is shown at the left of the picture below as it is today but viewed from another side. This residence, formerly occupied by General Andrew Jackson, is now the residence of Dr. J. H. Therrell, superintendent of the State Hospital. The group of buildings shown below, with the exception of the modern general infirmary, whose portico can be seen through the opening, are original buildings of the military outpost of territorial days and still form a square around what was then the parade ground and is now a central park, as pictured in the foreground below. The square tower at top right is said to be older than the octagonal tower, which now contains the bathrooms for the wards on each floor of this building. All of these 100-year-old and older buildings were ceded by the Federal government to Florida in 1866 and were first used as a prison. Many of the buildings are still in good condition as to general structure but need new floors and other replacements and repairs. They were not designed for hospital use and adaptation has not always been as happy as the transformation of the arsenal tower into bathrooms: for example in an adjacent white male ward building, the bathrooms and toilets have no outside ventilation.

view by the arsenal buildings is said to be older; it has a square tower, also shown on this page, which is reputed to have been built some time before 1830.

The Mountvernon property, later known as Fort Gadsden, was ceded to the State of Florida in 1866 and was used as a prison until 1876 when it was converted into a hospital for mental patients. The State has since put some \$25,000,000 into the hospital plant and its 10,000 acres of land and farm equipment. This expenditure has never been at a pace as rapid as the increase in demands upon the institution for service. As a result it is woefully overcrowded and understaffed.

In no sense, can the present condition of the hospital be blamed



on the builders of the arsenal and fort. Indeed, had they not done their work so well, the hospital may well have been abandoned long ago. The older buildings of the fort are solid and will probably stand without major structural work for decades to come. With replacements of roofs and interior woodwork the basic material of the buildings can be maintained in suitable condition.

This is not the whole story, however, since the buildings were not designed for the use to which they are now being put. The effort to adapt them has not always been crowned with success. Modern standards demand plumbing and the arsenal builders made no provision for it. The difficulty was solved easily when the old tower was turned to that use but in an adjacent building no room was found for toilet and bath facilities except in the center of the structure where there is no provision for outside ventilation. In some cases, therefore, complete recondi-

tioning must be done as well as extensive repairing to make these buildings entirely adequate for their purposes.

The story of the State hospital is the old story "Too little and too late." The hospital has always had too little money to attract and hold an adequate staff of competent doctors and attendants and its buildings, even when modern and well designed, were always erected long after the need for them had arisen and too late to provide for the qualified patients who were waiting in jails and elsewhere for admittance. That is still the case. The patients who have been admitted may be provided for better than those waiting in jails but they are not housed in wards with the air space that health rules dictate and they are not attended by standard numbers.

This condition is the result of pressure. To make room for the inflow of patients from every part of the State, beds were pushed closer and closer together until at-

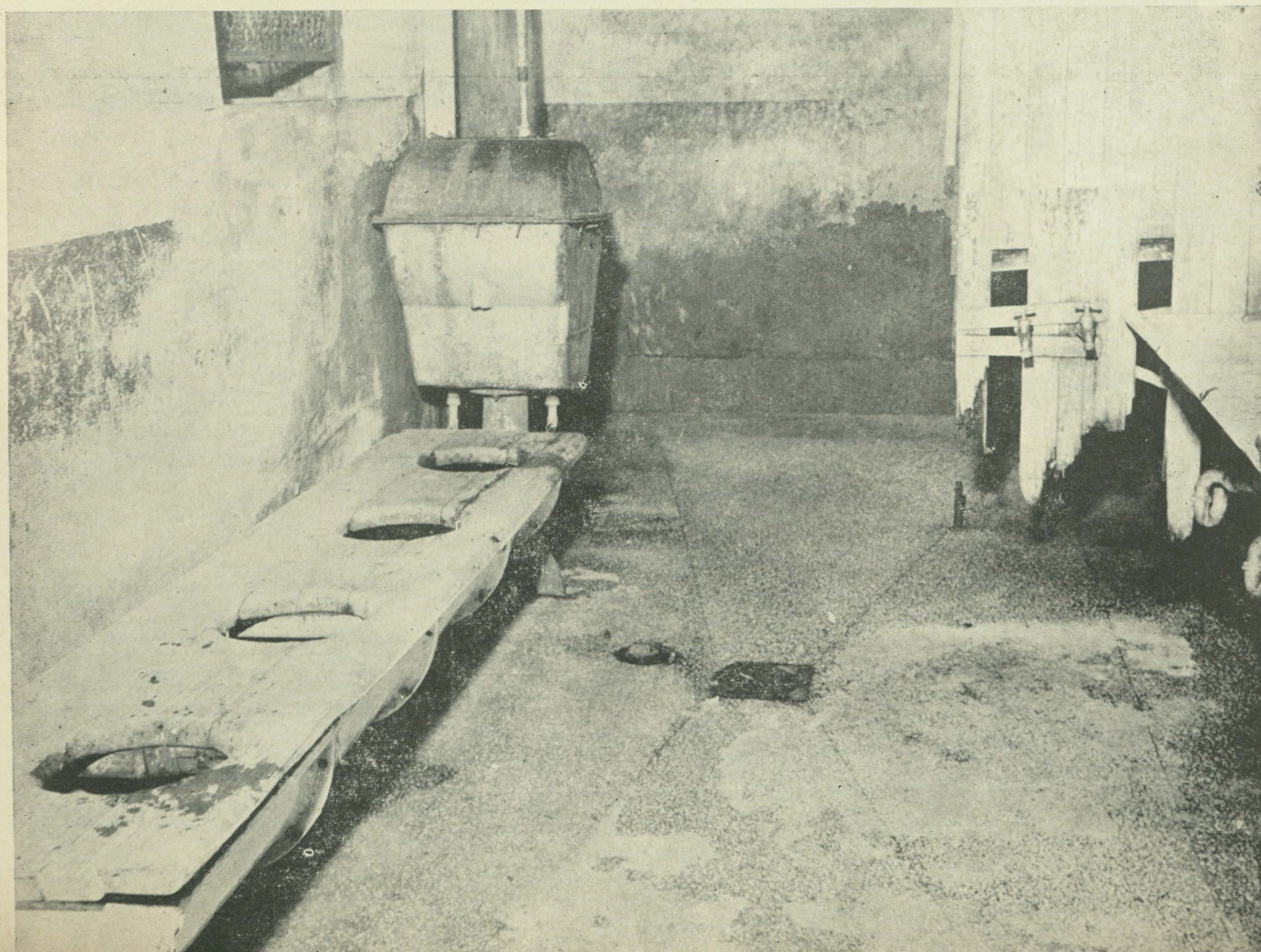


Compare this reproduction of an old lithograph, made about 1837 and published with full description in the June issue of Florida Highways magazine, with the new pictures on facing page. Inside the wall shown here is the old parade ground of Mountvernnon arsenal and the present central park of the State Hospital. The tower shown here is the same as that shown on the cover and is used to house bathrooms for the white male wards which now occupy the old building. The residence at right was the commandant's residence and is now that of the superintendent. The new picture below on facing page was made from inside the wall from the parade ground or park.

tendants could no longer walk between them and until the patients had to enter their own beds by crawling across others. Finally the space between beds was reduced to the vanishing point and now, in

(Continued on page 32)

This toilet is located in a building erected in this century and about average in condition. The toilet arrangement and rotten woodwork are exceptional at the State Hospital. The picture does not show that the toilet and premises are clean and to that extent is not accurate. The discoloration is from peeling paint but the room and equipment had been thoroughly scoured. The floors in this and in many buildings are in bad condition.



Girls School . . .

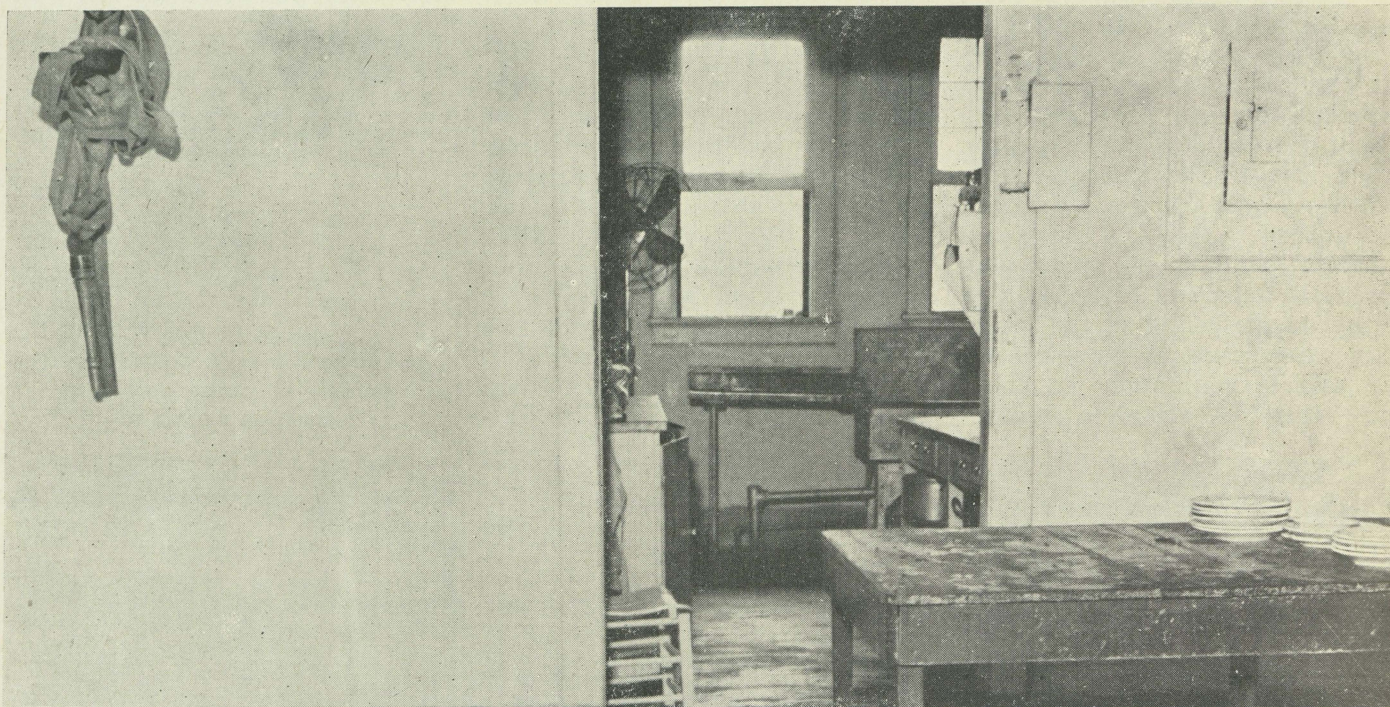
AMONG FLORIDA'S State-maintained institutions rendering a program of rehabilitation is the Industrial School for Girls, located just outside Ocala. It represents in physical properties 185 acres of rolling land on which are

located the six major buildings of the institution.

There is an average of 95 errant or delinquent girls at the school. The number rarely falls below 90 and has reached 119, although the buildings will comfortably house

only about 95 of the girl inmates.

The home is for delinquent white females, ranging in age from 11 to 19 years. They come there through commitment by county judges, and serve terms averaging 8 months. Some cases are longer,



depending upon the length of time needed to bring about the correct viewpoint on the part of the girl.

Broken homes are the principal causes for commitment to Ocala. Rehabilitation is the goal of those in charge—not punishment. Every effort is made to teach these young women a craft and to turn them from a path sure to make criminals of them in later years. They are treated kindly, given good food

The kitchen at the Girls School, shown above is floored with wood which has been scoured until its surface is worn and full of crevices. The need for a floor with a hard surface is acute. In the recreation room shown at left unused equipment, including a piano, is stored. The room is not in use because of leaks in the ceiling and falling plaster. How much it would mean to these girls to have their recreation room in use again can well be imagined. A few dollars judiciously spent would bring about that result.

and clothing and are constantly in pleasant surroundings.

A beauty parlor with the most modern of equipment is maintained. An operator from Ocala comes to the home once or twice a week, and her visits are eagerly awaited by maturing girls.

A recent inspection of the institution's physical properties reveals two glaring deficiencies. The first—antiquated and worn-out plumbing, and second—leaky roofs.

Two buildings which should be in the best of condition are not. They are the dormitories, where approximately four-fifths of the girls spend a greater part of their time. The combined dining room and kitchen, another structure of paramount importance to such an institution is unsatisfactory by most standards because of its age and obsolete equipment.

To offset the shortcomings of these three buildings, the other three major structures are in fairly good condition. The detention home is a modern brick building, less than 10 years old—well ventilated and arranged. The hospital or infirmary—although having been in service many years is in fair condition due to repairs made shortly after a fire in the building during the latter part of 1943.

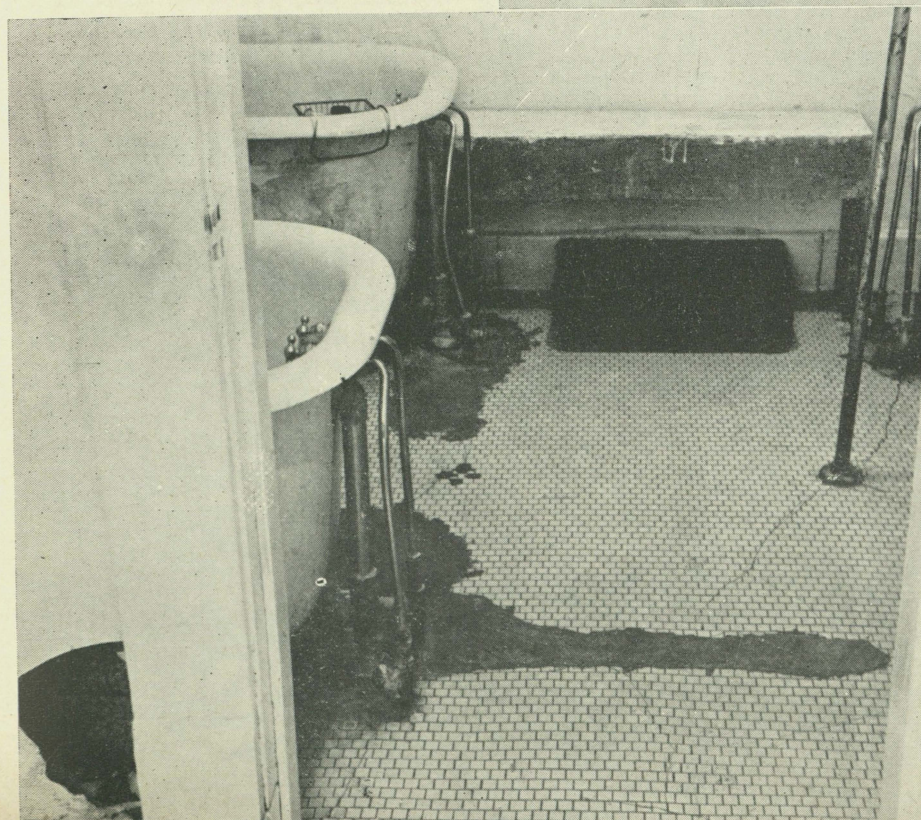
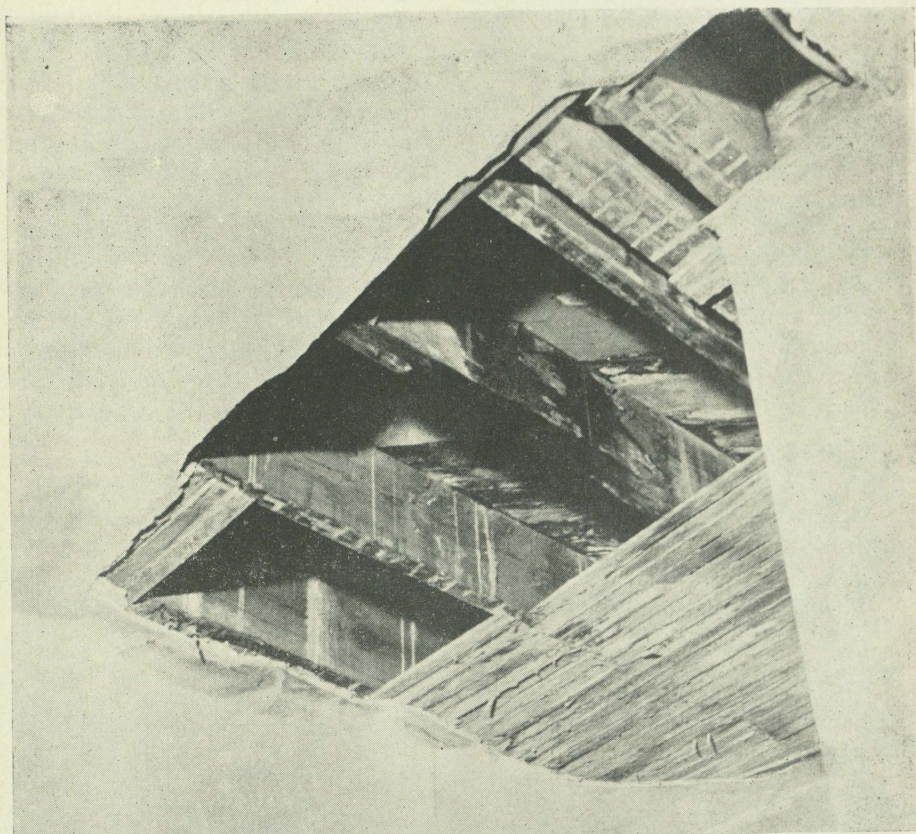
The school building will compare favorably with any ordinary medium-sized city school. It is up-to-date and certainly resembles the best in school facilities offered any

of the inmates before they came to the Industrial School.

Of the two dormitories, the one known as the O. B. Hall, a name derived from the school jargon and meaning "oldest building" is greatly in need of repair. It is 30 years old and in the recollections of many of the attendants, no major renovations have taken place since it was built. The dormitory on the second floor, housing approximately 30 girls, presents an extremely

neat appearance which is difficult to keep because of leaks in the ceiling. There is a tile roof, but the building leaks in many places.

Perhaps the worst feature in this building is its plumbing. When the plumbing was installed 30 years ago it was laid in cement, which makes repair difficult. A handyman is working constantly to keep the plumbing in operation. Leaky pipes cause a continuous seepage through walls and through



the second-story floor, resulting in wide cracks—many of which have been patched. A room directly below the second story bathroom of O. B. Hall is totally unfit for use because of plumbing conditions above. The plaster has fallen from the walls of several rooms maintained for various purposes such as storage, files, etc.

Approximately 100 feet from O.

(Continued on page 27)

In these two views are shown the results of inadequate and leaky plumbing. The condition shown in the bathroom is reflected in the ceiling of the room below. Valuable use could be made of the room which is now unoccupied because of the plumbing leaks. These views were taken on the interior of the O. B. building which presents a fairly good appearance on the exterior.

Farm Colony . . .

THE FLORIDA Farm Colony at Gainesville, housing more than 500 epileptic and feeble-minded persons will attain its 24th birthday in November of this year.

While rendering an indispensable service to the State, its facilities are unbelievably overtaxed, with physical properties showing the effects of wear and tear of 24 years and hardly any noticeable repairs.

The colony was established for the purpose of training mentally deficient children and to provide custodial care for those not capable of profit from such training. Over the years, the second objective has become primary. Obviously, this condition has come about because of no provision for the care of the incurables as they grow older.

Today those who cannot be rehabilitated have grown in such numbers as to represent three-fifths of the population, thus making the institution's chief function that of custodial care. A recent count showed only 185 inmates within the age limits set for admittance, 6 to 21 years.

Listed alphabetically, the letter P predominates in naming shortcomings at the group of buildings comprising this State institution—painting, plastering, plumbing and personnel. There is an immediate need for fresh plaster in practically every ward, together with painting and repair of woodwork, which permits entry of mice and roaches in its present condition. Recently the large dining hall, at which all but completely helpless patients are fed, was renovated to

the extent of painting and plastering, giving it a much more sanitary and airy appearance.

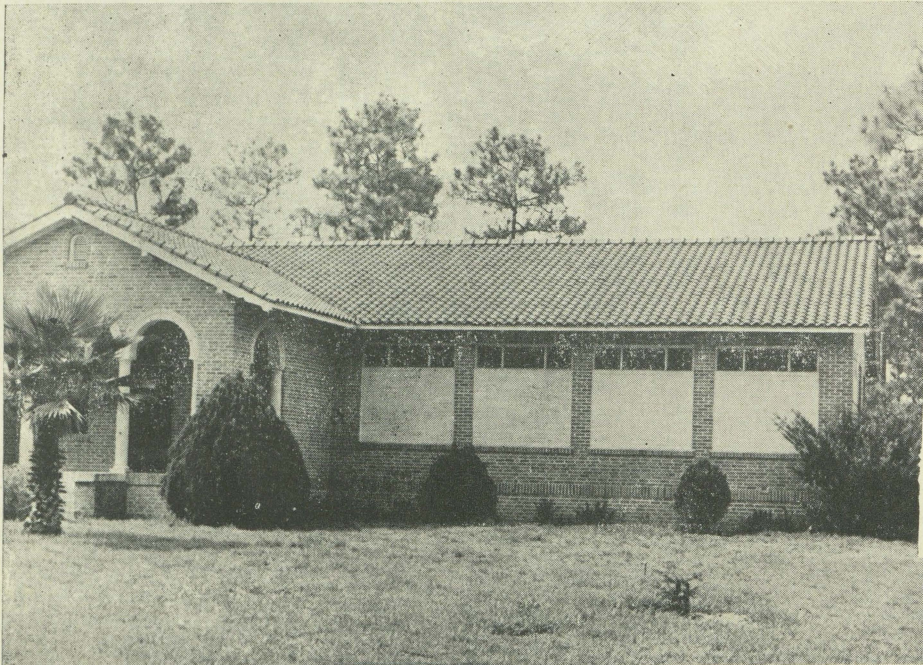
Plumbing facilities are woefully deteriorating throughout the system of buildings. This of course, is largely because of overcrowding with patients, although in several buildings the existing plumbing is greatly outmoded and in some cases, useless.

Three maintenance men are working full time making minor repairs, but their efforts are far from enough to keep the institution's vast properties up to standards prescribed by the State Board of Health. Cracks in the walls are constantly increasing, creating a condition which is not suspected at all when one views the neat, red-trim buildings from the exterior.

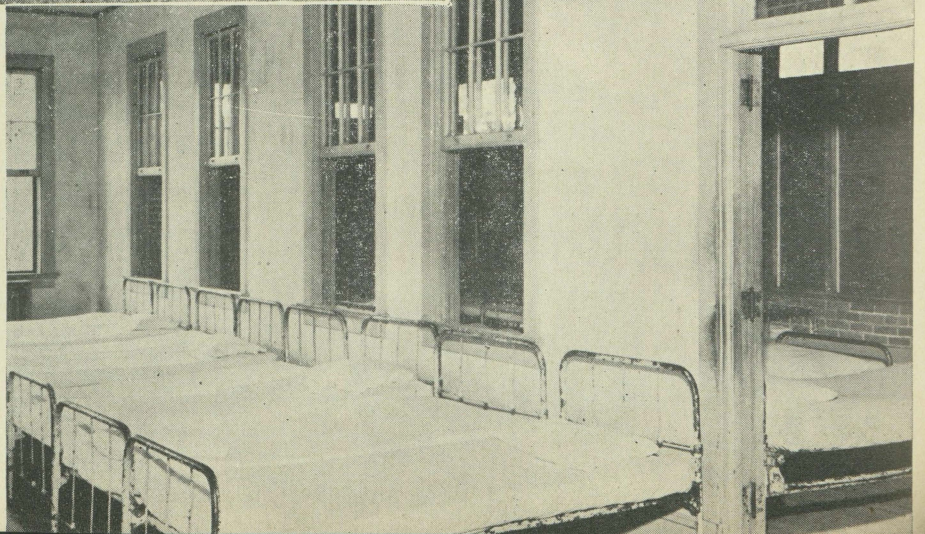
Personnel has changed considerably during the last 5 years. Sixty persons are now operating the home, whereas the normal complement is 90 or more. Twelve-hour shifts are necessary in order to continue with the abbreviated staff. This is particularly gruelling on attendants who manage 50 to 60 nearly helpless individuals in crowded wards.

Included in the personnel is a chief physician while members of the staff of the Alachua County hospital are available as consultants. Practical nurses and attendants do all the nursing work.

An excerpt from the enlightening report made several months



The building at left presents a good appearance but notice how the porch has been boarded up. The interior view at right below shows what has happened to the porch where inmates previously had an opportunity to have recreation with light, fresh air, and sun. The porch has been enclosed and the area (through the open door) tightly packed with touching beds to take care of the overflow from crowded dormitory rooms. Note the boards which now close in the porch except for a slit at the top, as seen from the outside in the other picture.



ago by Mrs. Ellen Whiteside of Miami, an experienced social worker and investigator, is a revelation of the problems faced daily at the Gainesville institution:

"The 504 patients of the colony live in wards. There are four of these within the main building and seven in separate buildings. The four wards within the main building, which is not fireproof, house 160 girls and women. In these large rooms, crowded to capacity with iron beds, the plaster has fallen, the ceilings sag, and the dirty gray paint has peeled away. There are holes along the baseboard, housing the numerous rats which infest the building, and the uneven wooden floors of two of these wards have worn and splintered. There are bedbugs in the beds, the walls and the ceilings and the bad odors over all wards differ only in degree. Each ward repeats the same situation, although the newer wards have a better appearance. All are filled, though some are more overcrowded than others.

"On two badly congested wards containing 128 older, fairly able-bodied boys, there are six toilets which are exactly half the number required by the State Board of Health, (which is one facility to 12 patients) and there are only two bathtubs. Also on the basis of the State Board of Health figures, these two wards contain 28 more patients than the minimum re-

quirements for bed space alone permits, (the State health requirement for bed space is 54 square feet to a bed). The porches of new wards, which were designed to permit some space for sitting, recreation, to say nothing of light and air, have been boarded up so that more beds could be placed on them.

"In the ward for girls of extremely low-grade mentality which should have bed space for 40, there are 61 distorted whimpering patients crowded into one room. This ward contains three toilets and one tub and is approximately 50 percent under the minimum standard for toilet facilities. Of the four remaining wards, one the hospital, which is used as a ward, has exactly the number of patients it should have according to minimum standards, 48, though inadequate toilet facilities.

"The ward for the higher grade little boys contains five under the capacity number of patients, or 31 boys, but is crowded with 20 more beds than meet health requirements. Toilet facilities are adequate. The ward housing the younger lower grade idiots—twisted, crawling, slobbering boys—has 10 patients over capacity or a total of 38 patients, with one tub and one toilet.

"The eleventh and last ward was built as a laundry, and within its dark, unplastered walls are 39 de-

generate subhuman men, eight more than minimum health requirements, with one toilet and one tub. Clad (infrequently) in short khaki dresses, these animal-like creatures relieve themselves, claw at their usually naked filthy bodies, and mouth guttural sounds."

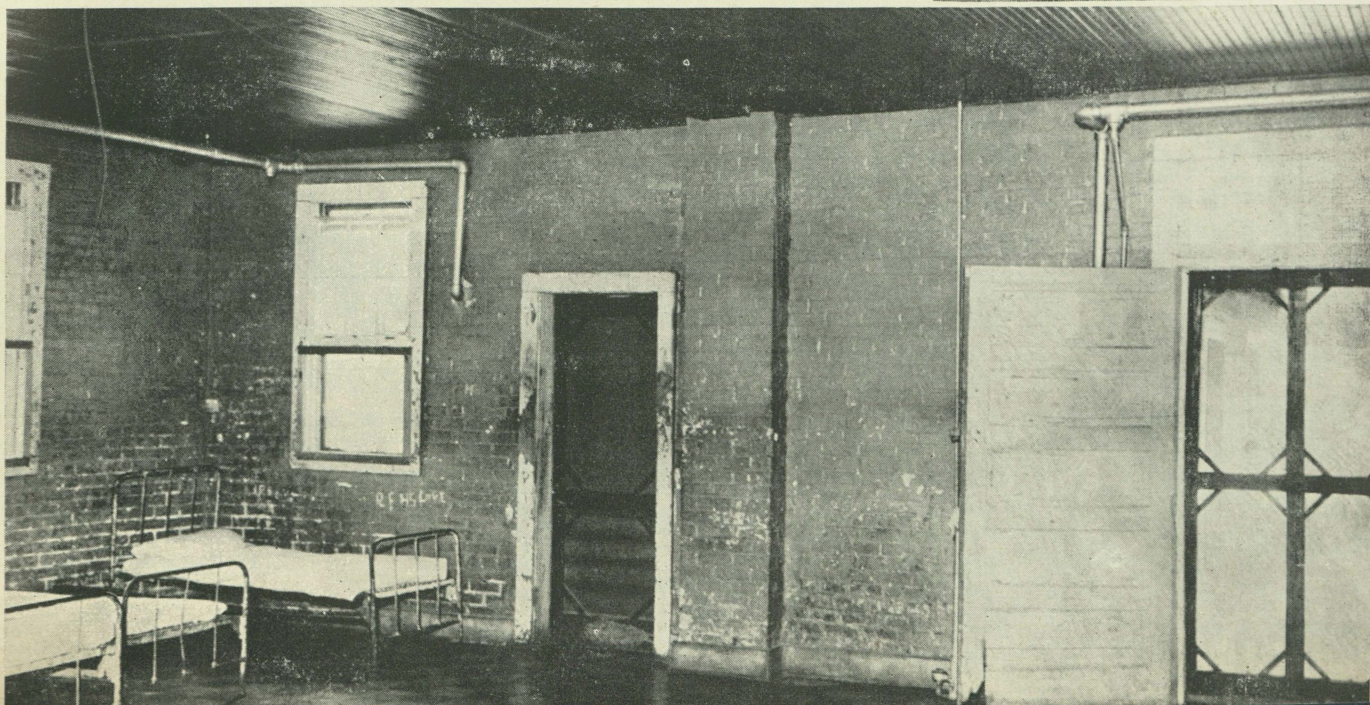
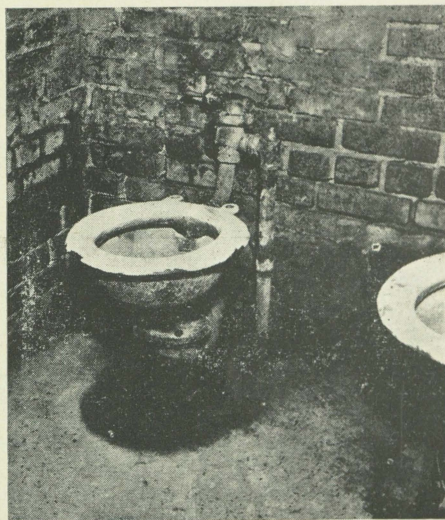
General health at the colony has been maintained at a high level. Minor ailments are quickly handled, and very infrequently are there flare-ups of epidemic proportions.

School activities are provided those who can profit by them, with classes the year round for the first four grades. Industrial training is available, principally in sewing, embroidering, crocheting, and rug making.

Sunday school is conducted every Sunday, although confined to a devotional nature instead of instructional. Appropriate programs are offered at Christmas, Easter,

(Continued on page 26)

Beds have been placed in an old laundry building shown below for the lowest type of male imbeciles. The woodwork in this building is rotting and the walls are of rough brick. The floor is clean but it is impossible to keep the walls and woodwork clean because of their cracked and rotten condition. For this ward of 35 to 40 there is the obsolete, worn toilet in a brick cubbyhole shown in the picture at right.



Boys School . . .

LOCATED JUST west of Marianna, the Florida Industrial School for Boys provides for an average population of 400 youthful male offenders against the law, of whom about half are white and half colored.

The colored section of the school is separated from the white section by a paved highway. There are separate facilities for sleeping, recreation, meals, and schooling.

Emphasis at the Boys School is on rehabilitation. Incentive to progress is provided by a system of advancement on merit based upon principles proven successful by decades of experience in such organizations as the Boy Scouts of America.

There are ample spaces for all types of outdoor recreation and organized sports. Meals are well pre-

pared and ample. School classes have been conducted with regularity except for a period when the colored boys were without teachers due to wartime manpower shortage and inability of the institution to compete with rates of earnings elsewhere.

An important feature of the school is vocational training which operates in two ways to the advantage to the institution: It enables the boys to acquire skills while giving them tasks to occupy their time and it also contributes materially to the institution in products of their work.

The school has a good farm on which there are beef cattle and a good dairy herd. The strains are being improved by the acquisition of pure-bred bulls, one young white face and one young Jersey

bull having been recently added to the herds. Farm crops include vegetables for the dining room and feed for the stock.

The school operates a number of shops where the boys learn manual skills and turn out products of use to the institution. Perhaps the best arranged and equipped is the print shop where the boys print the institution's excellent little newspaper, *The Yellow Jacket*, and also turn out printing for the office. Other shops include those for electrical, woodworking, and other mechanical production. The school also operates its own laundry.

The operating budget of the school has been under \$200,000 a year with a per capita maintenance of about \$1.40 a day.

Buildings at the Boys School range from good to bad. There is an excellent white school building, a modern dining room, one modern dormitory. There are also old dilapidated buildings that could best be reconditioned by tearing them down and starting over from the ground. In between are several old buildings with brick walls in fair condition that could be made to serve several years longer by complete overhauling of rotten woodwork.

The Boys School is no exception to the general rule of inhuman overcrowding in dormitory space at State institutions. Most of the school plant could be made to serve —if there were more of it. Because there are not enough dormitories to give the space around beds that health rules demand, the boys must clamber across the beds of others which are touching both at the ends and sides. This plan does not give the sleepers the fresh air that they need and that every army camp provides for soldiers in barracks, as a matter of course. Such needs are not and could not be classed as luxuries; they are, on the contrary, demanded by the principles of civilization.

The old dormitories are being patched up. A new cement porch has been added to the one pictured in this issue and cement posts will

There are three old dormitories much like this one and one new dormitory at the Boys School. The porch of Jefferson cottage has already been replaced with concrete and arrangements have been made to replace rotten supports, here temporarily supplanted by timbers, with concrete posts. Note rotting woodwork of cornice.

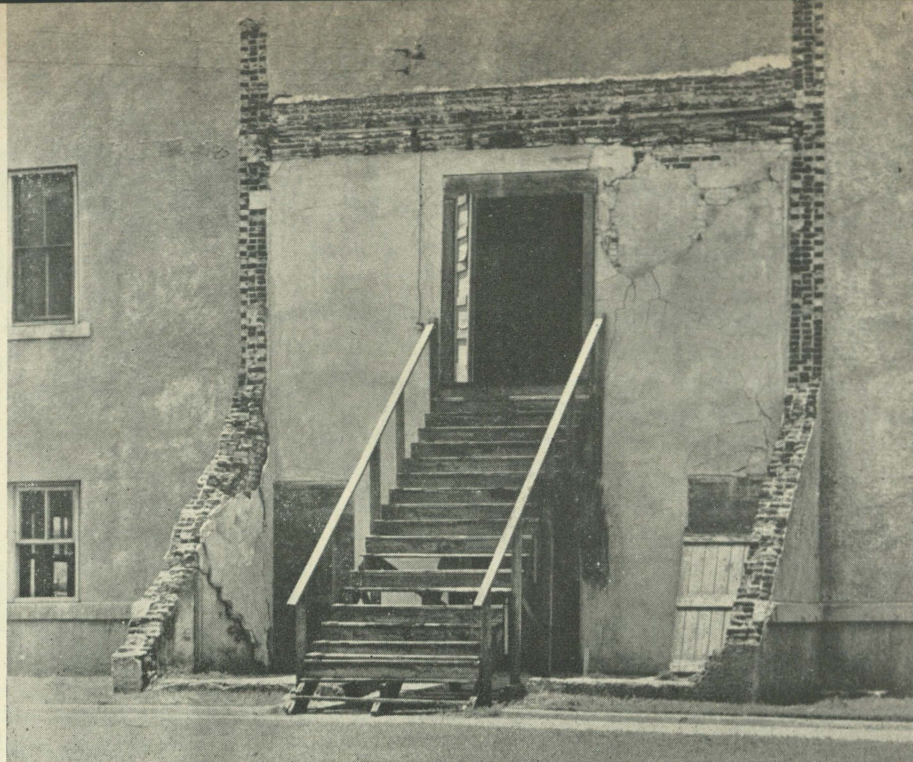


soon be placed where the porch roof is now propped up with timbers. With replacement of rotten wood in this and adjacent dormitories and reconditioning of show-er rooms, the buildings would be suitable for use, but not by as many occupants as they now have.

The infirmary of the school, which is maintained by registered nurses with Marianna physicians on call, is in an old building that has been partially withdrawn from use because of decay. Leaking roofs have rotted out much of the frame work and caused plaster to peel and fall.

The worst looking building on the grounds of the school is pictured on this page. The front entrance has been torn away after falling into heavy decay and the replacement of wooden steps is already worn out. The upper floor of this old dilapidated structure is considered unsafe and is not in use.

There are overflowing recreational rooms, where it is difficult because of crowding to keep order, and many other pressing problems in the Boys School. The grounds are in good shape and present a



The entrance porch and brick steps of this building at the Boys Industrial School have collapsed. The temporary wooden stair is in bad condition. The building itself is considered unsafe and the upper floor is not in use. It was formerly used as the school building for colored boys.

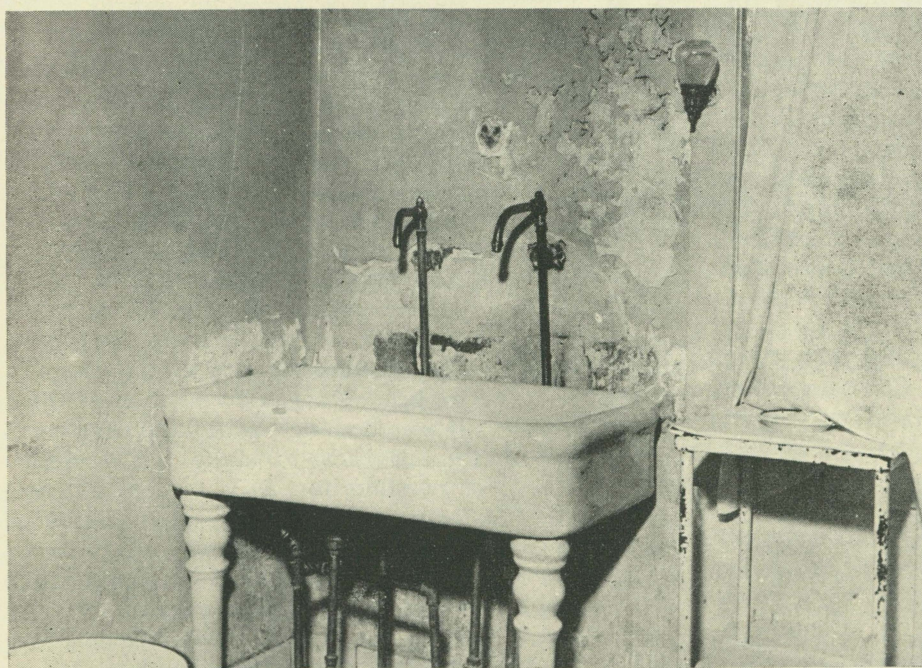
pleasing appearance to the visitor, with wide expanses of grass shaded by many trees.

The Boys School needs more personnel and more equipment but above all else it needs more suitable buildings to enable the occupants to live and sleep under healthful conditions.

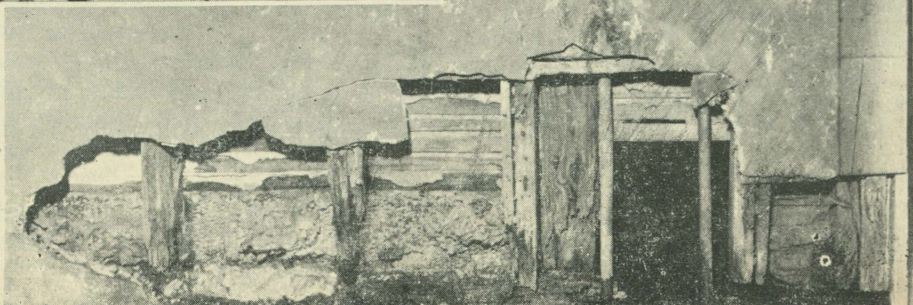
GOING AFTER THE MOVIES

Two outstanding men in the Miami area have been named to the new State committee to exploit the advantages of the State for movie-making. They are Tom F. Smith, and Horace Loomis.

Both men are widely known and well qualified to serve on the new 10-man board whose job is to try to induce film producers to utilize Florida settings more than ever before. Smith for years was a journalist and publicist, has made substantial contributions to civic endeavor and is an enthusiastic, indefatigable worker. Loomis, formerly a partner in the advertising firm of Loomis and Hall, is well experienced in promotion and exploitation work and knows and loves the area.



Flaking walls in Boys School infirmary, the result of leaking roofs; this building is partly in disuse because of its poor condition. Below, condition of walls in Jefferson cottage shower bath, the building shown on the facing page.



We Committed Our Child . . .

OUR DREAMS came true when Mary Lou arrived. The story had followed the familiar pattern—the long months of eager waiting, the many discussions of a name, then the anxious ride to the hospital, and at last her birth—a baby girl equipped with the usual complement of legs, arms, ears, and eyes.

Here was what the doctors called a 100 percent baby. Our little worries—and what parents-to-be do not have them?—had been for nothing. Our child was perfect.

Soon we brought Mary Lou home, and then began those tiring but happy days and nights of feeding, floor walking, and diaper washing. Together my wife and I shared the weariness as well as the joy. At more or less the prescribed times, our little girl began smiling, grasping things, and sitting up, but we, of course, regarded her as something out of the ordinary. Her sparkling blue eyes, blonde curls, and solid chubbiness completely bewitched us.

My wife, formerly a social worker, kept a "case history." Into the record went the dates of the first "roll-over," the first tooth, and countless other important events. The most startling development was Mary Lou's first word, "rabbit," spoken the day she was seven months old, as she squeezed her rubber toy.

She spent hours each day looking at a set of children's books, and by the time she was a year old she had learned several dozen nursery rhymes. At 15 months she could rattle off 99 of these ditties. Beauty plus brains!

By that time another baby was on the way, for we believed that she should have a companion. Those were happy months as we planned for the second child and tried to prepare Mary Lou for the newcomer, but then came a cloud. One evening when Mary Lou was 20 months old, she became violently ill, having shown signs of only a slight cold. Developing a high fever, she was lethargic and "loppy" for three days. We were frantic. The doctor prescribed rest, and Mary Lou, who loved her bed, cooperated nicely. Within a few days she was trotting about again.

It wasn't like old times, however, for she tired quickly and was nervous and touchy. She seemed on occasion to be "out of this world" and was upset more and more often by the books that previously had brought hours of delight.

By the time our boy was born, three months later, we were deeply worried. Mary Lou's nervousness increased; she went into screaming spells with no apparent cause, cast aside her books and toys, gradually stopped talking, became choosy about her foods, and refused to feed herself.

Meanwhile, the doctor told us that there was nothing basically wrong with Mary Lou, that she was a

Life hands parents no harder problem than the one it dealt this couple. Did they, they ask, face it well?*

healthy child, and that we—"nervous parents"—were to blame for her condition. We studied ourselves. Could her condition stem from resentment over the attention necessarily given to the second baby? How we had striven to avoid that! Eventually we consulted a neurologist, who suggested that we place Mary Lou in a children's clinic. We did so. After two weeks of observation and a brain X-ray, the doctors decided that Mary Lou had a hopeless brain condition and recommended that for our own good and the welfare of the two children we place her in an institution.

There was and still is disagreement as to whether a congenital brain defect or sleeping sickness, encephalitis, was the cause. We leaned to the latter theory, because we couldn't conceive of a child with a malformed brain being so bright as she had been. But no matter now; in either case her chances for recovery were negligible, only one chance in a million, the doctors said.

What to do? After days and nights of discussion we concluded there were four possible steps:

1. Keep Mary Lou at home.
2. Place her with some relative or friend willing to assume the burden of her care.
3. Place her in a private institution.
4. Place her in a State institution.

In theory there is a fifth way of handling such a problem—euthanasia, putting the unfortunate person out of his or her misery. At times we, too, felt that death for Mary Lou would be better than life with such a handicap, but we knew also that deficiency is a matter of degree, that many of those mentally deficient can live useful lives within their limitations and within an environment adapted to those limitations. No, euthanasia was no answer, even in theory. The very idea of a "death sentence" now seemed senseless and abominable, not to say illegal.

"Shall we try to keep Mary Lou at home?" we asked ourselves. If we did, we should have to curtail normal family activities, to make the environment as simple as possible, for, as is typical in such cases, Mary Lou became frantic over the bustle of the simplest household tasks. We knew, too, that we would have to devote the major part of our time to her, leaving her little brother to develop as best he could. We felt that he already had been neglected.

Also, having witnessed the ridicule and ill treatment which residents of our home town turned on the "village half-wit" and his family, we understood what keeping her with us would mean to our family.

We decided we must look (Continued on page 33)

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IT HAPPENED IN FLORIDA . . .

CAPTAIN LAMERAUX, Nautilus AAF convalescent hospital, caught a 247-pound, 10-foot and 3-inch blue marlin on 24-thread line after an hour and ten minutes, fishing from the army fishing boat T-184, near Miami.

★ Geologists have partly solved the mysterious syphon action which drains the water from Lake Butler near Tarpon Springs when the lake reaches 6½ feet. The lake is now 7 feet above normal and contains 6,125,300,000 gallons of extra water, enough to supply Pinellas County for many years.

★ A soldier from Homestead air base, was found after a 3-hour search under a bridge and suffering from exhaustion after the stolen car he was driving sheared off 15 concrete posts and turned over seven times.

★ A Fort Myers physician is charged with directing the sale of bolita tickets from his office.

★ During the recent Tampa floods, three Sulphur Springs boys erected a bridge of boxes and planks across a pool of water in the street and made \$46 in two days charging pedestrians a 5-cent toll.

★ A Sarasota County youth knew that he could not legally marry his 12-year-old cousin, so he obtained the aid of his sister and their mother. The sister, 17 and married, posed as the prospective bride and the mother upheld her story before the county judge. Now all face charges—the youth and his sister are charged with incestuous marriage and additional charges of forgery and statutory rape are predicted.

★ Posing alternately as an OPA official, FBI agent, and an Army inspector, a Persian alien is charged with victimizing Greek business men at Tarpon Springs since January. He talked sponge fishermen out of \$2,000 worth of sponges on the pretense that he would send them to President Truman and Senator Pepper to

promote the industry. His varied loot included \$20 paid him, by a man whose wife had divorced him to marry an alien, on the pretext that he would have the alien deported.

★ St. Petersburg police were called to release with saws and axes a man who had been tossed by playful companions into a big banyan tree where he was securely held by roots and branches.

★ After a Tampa woman, accompanied by her husband, had examined and priced curtains, rugs, spreads, and other household articles she explained to the clerk that she did not want to buy anything but had just brought her husband in to prove to him that she had not paid too much for things she had previously purchased.

★ Brownie, 2½-year-old female mixture of Scottie and terrier, has never had puppies of her own but adopted at Miami four little chicks—now reduced to three by the demise of one whom Brownie licked with too much and too vigorous affection.

★ The claim of Marshall Field & Co., to have been the first American department store to sell airplanes is disputed by Cohen Bros., Jacksonville, which in 1928 opened up, 17 years ahead of the Chicago firm, an aviation department and placed Waco planes on sale.

★ Arrested in a Miami home, a 65-year-old man admitted that he had taken a pair of woman's panties and had them on. At the jail he added two dishes to his loot and was booked on the extra charge.

★ Jacksonville men aged 67 and 71 were arrested for fighting.

★ It is a problem to feed any family even with ration books but nothing compared to the problem of the family of City Manager M. N. Yancey of Tallahassee after the loss of all of their 10 ration books.

★ A Milton man was accidentally

shot and killed while hunting alligators which had been destroying hogs . . . A Suwannee County boy was hospitalized after being kicked in the head by a mule.

★ Pvt. Robert J. Hunt of Drew Field is said to have the most expensive feet in the air corps. His 11-DE shoes with built-in arch supports, soft-box toes, stiff counters and orthopedic heels cost Uncle Sam \$35 a pair.

★ When Judge Ben Meginniss of Leon County received back from the bank, marked "No Account" a check given him for a driver's license he checked and found a bad check charge already pending in his own court against the youth who gave it to him.

★ At Tampa a 15-year-old boy threw an unsold watermelon from a truck, breaking the leg of a 15-year-old girl.

★ At St. Petersburg a retired dentist, aged 81, popped the question and was accepted. His fiancée is only 70.

★ A Ruskin girl, 15, earns the fees for her own dancing lessons by teaching neighboring children to dance . . . A Tampa girl, 13, has a class of 20 to whom she teaches art, numbers, spelling, physical education, and music.

★ Unusual family gifts to a son overseas are the sardines and arsenic sent to Sgt. H. Leslie Quigg, Jr., of Miami, waist gunner in the Pacific. Sgt. Quigg eats the sardines, sprays the arsenic on bugs in his island vegetable garden.

★ Tony Czaja of Walton County, left the home which he shared with his chickens and was found wandering in the woods where he had apparently been without food for seven days.

★ David A. Yarbrough, 25, Tampa war worker left for Camp Blanding, that making his seventh trip to an induction center since 1941. He is always rejected because of eye and sinus condition but his draft board in Detroit periodically calls up all 4-Fs.

★ Authorities directed the digging by a shed at the home of a recluse who died at Olga in Lee County, turned up \$450 in buried treasure.

★ Letitia Blocker of Miami, 20, a

(Continued on page 29)

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WHAT WOULD HAPPEN?

Darkness would lay its inky finger on your home. Food would spoil. A flick of a switch wouldn't toast your bread, or cool your living room, or perk your coffee. You'd have to sweep by broom, and wash by hand, and wear un-ironed clothes.

Your house would be a little isolated world of its own, with no telephone, no radio, no newspapers to link you with humanity. Time would stop with the frozen hands of your electric clock. Transportation would be paralyzed.

You'd have no job, since almost all industry—from the cash register to the welder's arc—draws its vitality from the little blue spark of electricity. War production would stop in its tracks.

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We Can Be Cruel, Too

WE OF THE USA can be cruel, too, certainly not through viciousness, or a desire to inflict pain, but through carelessness, and a disregard for the unfortunate.

This is revealed through the report of Mrs. Ellen Whiteside, investigator for Governor Caldwell, concerning Florida's Farm Colony for epileptic and feeble-minded children. It was established in 1921 to provide custodial care for those who can never become useful citizens, and training for the ones who are capable of responding to it.

It is supposed to be a home for children, but children there have grown up, and stayed on presumably because there was no other place to put them. The average age now is around 25. Some of the inmates have been there 13 years. And with all these adults that have to be taken care of, there are now 125 applications from children who should be admitted.

There is a critical shortage of attendants, due presumably to war conditions, but there seems to be no lack of workers for "softer" jobs. Mrs. Whiteside made a report on one employee that makes us shudder. He is a boy of 18, a former patient of the institution, presumably moronic, who has charge of 31 "better" little boys during the day. How long will they stay "better" under such leadership and direction?

The description of the buildings, some of which are rat-infested and falling to pieces, and details of overcrowding and filth, as given by Governor Caldwell's special investigator, make poor reading for proud Floridians. It's time somebody waked up, and we commend Governor Caldwell for bringing out the facts of the abuses now going on in this "home."

The legislature of 1945 voted unprecedented taxes and enormous sums of money. Now if some of that money will be used for correcting such abuses as existing at the Florida Farm Colony and also for improving conditions at the State Hospital at Chattahoochee, we will all feel better about things in general.—St. Augustine Record.

State Hospital Report

MRS. ELLEN WHITESIDE, Miami social worker, who was engaged some months ago by Governor Caldwell to make a survey of the State hospital at Chattahoochee, has made her report to the governor.

She told the governor that the hospital was overcrowded with patients in antiquated buildings and that the institution was 25 to 50 percent understaffed in each department. She said a proposed new \$500,000 branch at Avon Park would not meet the full needs, and suggested an addition of facilities to provide care for at least 1,000 of the institution's patients.

Her survey revealed a total of 5,202 patients at the hospital with 506 on "furlough." She said that actually the institution and the Florida Farm Colony at Gainesville are operated on a "replacement basis."

In all probability Mrs. Whiteside's report, although more complete than routine reports made by the hospital superintendent, Dr. J. H. Therrell, contained little information that was not already in the governor's hands, or with which he is not familiar.

Dr. Therrell, who is in constant contact with the governor and his cabinet, had submitted a proposed improvement program to the hospital totaling \$1,928,930, and most of this program is included in the \$11,000,000 post-war construction authorized.

But the Dade County social worker's investigation, and report to the governor, will serve to bring to public attention the dire need for extensions and betterments at the State hospital, aside and separate from any facilities that may be established at Avon Park.

The hospital for the insane is just one of the State institutions that is overcrowded and understaffed, though it is the largest institution ministering to a class of the population which has nowhere else to turn for treatment and care.

It is to be hoped that, as a result of this survey, made by a trained social worker, the State hospital will be given top priority on the list of institutions maintained by the State to have first call on funds set aside for post-war construction. It is a humanitarian project that should appeal to the best sympathies of every Floridian.—Jacksonville Journal.

Starch From The Everglades

FLORIDA'S INDUSTRIAL development receives substantial impetus with the approval of a \$7,500,000 loan from the Reconstruction Finance Corporation to the United States Sugar Corporation, at Clewiston.

The loan is to finance the sugar corporation's starch industry. A plant which is to convert sweet potatoes into starch is nearing completion and is expected to begin operations next month. It will employ 2,500 people and will process the yield of 18,000 acres. The starch to be produced will have numerous uses, most of them essential to the prosecution of the war against Japan. The success of the plans of the sugar corporation, which were found to be feasible after exhaustive chemical study, will be gratifying to believers in the industrial possibilities of the State.—Tampa Morning Tribune.

The Texas-born captain of an all-Texas company in North Africa told his men: "Our job here is to promote good neighborliness. If they say Africa is bigger than Texas, agree with them!"

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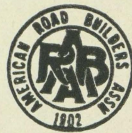
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County Activities and Personalities...

HILLSBOROUGH COUNTY commissioners have added their support to the efforts of the Tampa Chamber of Commerce to prevent construction of a Pinellas-Manatee bridge across Tampa Bay. The opposition is based on the claim that the structure would be a menace to navigation and a hazard to vessels entering and departing in the port of Tampa.

■ Three contracts recently were awarded by the Polk County commission. They are for the purchase of a dump truck, rental of a three-quarter yard drag line, and the rental of a bulldozer.

■ Two thousand dollars has been added to the 1946 budget for Martin County by its commission to be used for the printing of specialized booklets and folders stressing the county's opportunities.

■ Payment of \$125 per month share of office rent for the district welfare board will be continued by the Hillsborough County commission. The city of Tampa matches the county payment.

■ Citrus County 4-H Club had 20 girl representatives attending Camp McQuarrie, near Ocala in July. The trip for the girls was made possible by the cooperation of the school board and the county commissioners.

■ Martin County is to have a service officer in 1946 to assist returning veterans in reestablishing themselves in business, in securing government loans and otherwise in taking advantage of the GI Bill of Rights. The Martin County commission approved budgeting of \$2,500 for pay and expenses of such an officer.

■ Clarence M. Gay, clerk of the Orange County board of commissioners, has advised that the Orange County taxpayers face an approximate two-mill increase in taxes in 1945-46 tax year. This was based on his preliminary figures.

■ C. H. Coulter, State forester, and W. M. Whitman, district forester, discussed with the board of county commissioners of Orange County, at a recent meeting, the plans for

a change in the method of selecting areas to be placed under State forestry control service.

■ Dade County commission passed the problem of governing the port authority back to the city commissioners. The county board based its action on the determination of the city to retain its port facilities.

■ Manatee County commissioners have announced an appropriation of \$2,000 from its Federal matching fund to provide a government survey on Anna Maria Island. The citizens have subscribed \$2,050 for the balance. The purpose of the survey is to determine the method of combating erosion.

■ Mr. George M. Dunn has tendered his resignation to the Pinellas County commission as executive secretary of the Pinellas County aeronautical advisory committee. His resignation followed that of Chairman Albert Roberts, Jr., and Mayor George R. Seavy of Clearwater, a member. All of the resignations grew out of a controversy as to the future of Pinellas County airport.

■ Twenty percent of the 15,000 voters registered in Jackson County will be struck from the registration list when the present revision is completed. Most of the names removed were those involving changes of address, deaths, and other dislocations.

■ Highlands County estimates its expenditures for the next fiscal year will be \$230,000.00, according to the preliminary budget tentatively approved by the board of county commissioners.

■ County Commissioner Elmer Blank of Volusia County, advised that the county will commence shortly to repair Ballough road.

■ The Florida East Coast railway has been granted a right-of-way by St. Lucie County for a cut-off line for a new route from Okeechobee to Fort Pierce.

■ Three organizations appeared before the Sarasota board of county commissioners with requests totaling \$14,900 for operating expenses. The Chamber of Commerce

requested \$7,000. The Veterans' Round Table Council asked for \$7,400 and an additional \$2,000 deducted from last year, and Sarasota Public Library requested \$500.

INDUSTRIAL OPPORTUNITY

The municipal advertising board is grabbing time by the forelock by selecting an efficient and progressive Florida agency and by planning an aggressive advertising campaign to attract industry to the Greater Pensacola area.

No more opportune time could be imagined than this to set before the people of this country the many advantages which this section has to offer for industrial developments.

The fact that the campaign is being initiated almost simultaneously with the order of the interstate commerce commission for the reduction of freight rates gives it added timeliness.

With this great barrier to industrial progress in the South being raised, eyes of industrial leaders naturally will be turned in this direction. Advertisements in newspapers, magazines and trade publications setting forth Pensacola's attractions for plants of decentralizing industry or promoting new industry will be uppermost in the minds of manufacturers.

Moreover, with the war over and some relaxation of restrictions, post-war industrial planning is reaching the point of action. The actual locating and building of new plants is being actively studied and preliminary plans made.

Thus Pensacola will be taking full advantage of the opportunity. And in doing so, this city will be in the forefront of Florida cities, for at present only one of them, Tampa, is carrying on any industrial advertising campaign.

Pensacolans, however, should not get their hopes too much aroused. This will not mean that industries will spring up overnight. The freight rate ruling's benefits probably will not accrue for from five to ten years.—Pensacola Journal.

FARM COLONY

(Continued from page 17)

Thanksgiving, and other notable occasions. Motion pictures are shown once a week and are extremely well enjoyed by the patients. Several motion picture companies provide films for this purpose.

Due to shortage of employees it has been impossible to take full advantage of a complete recreational program, although there are a swimming pool and playground on the properties.

Florida's legislature in biennial session during April and May took initial steps to improve conditions at the colony. An increased appropriation was allowed for personnel, which if obtainable, will permit employment of a resident physician, a registered nurse, a consultant psychologist, dietitian, and 16 very needed attendants. The sum of \$47,500 was set aside for repairs, and according to Mrs. Whiteside's report expenditures of approximately \$25,000 are needed immediately to bring the institution up to minimum requirements. The heating plant, which has been giving considerable trouble, is to be repaired, probably at a cost of \$7,500, including a new boiler.

From an exterior view, the grounds and buildings of the institution offer a pleasing reaction. Beautiful trees, well appointed shrubbery and appropriately placed walks between the various buildings give the place an appearance quite like that of a lazy country estate, well studded with many little red or grey brick buildings. Only when one enters the different structures to see cracked walls, scarred and worn floors, leaky plumbing and pitiful humans (too many of them herded under one tired attendant) does a feeling of depression occur.

With all the handicaps mentioned, it is almost incredible how clean the wards, hospital, kitchen, and dining room are kept. Cleanliness seems to be an outstanding virtue of an institution which houses some of the most unfortunate of human beings.

Drowning was responsible for over one-fourth of the 14,500 public accidents in 1944.

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GIRLS SCHOOL

(Continued from page 15)

B. Hall is the two-story Sina-Kite building, the other dormitory. This structure is approximately 24 years old and houses 24 to 30 girls on each floor. In this building, sanitary facilities are entirely inadequate. On each floor there is just one bathroom, and in each bathroom there are only two toilets, one tub and one big shower bath.

On a recent inspection, one of the two toilets in each bathroom was out of operation and it was learned that this is a common condition. The flushing tanks are covered by old boards. The plaster is cracked and falling in every room because of a leaky roof and the settling of the concrete building years ago. Matrons, other members of the school's personnel, and inmates themselves are constantly patching up the cracks in the walls to the best of their ability.

The dining room, to which there is a kitchen attached, is used by the entire personnel and all of the inmates—meaning that more than 100 persons are fed there each meal. The dining hall is large and airy but is rather old. The kitchen floor is extremely hard to keep clean as constant scrubbing of the wooden floor has worn small crevices which hold filth.

There are two refrigeration compartments in which perishable foods are kept. Both of these have to be watched carefully as one or the other is constantly developing trouble. It is necessary to call for an Ocala repairman every few days to patch up the cooling equipment. The kitchen is far from being adequate. Because of its age, much of the equipment is worn and out-of-date. While the institution manages to serve wholesome meals from the kitchen, by most standards, it would not be called suitable for an institution under State maintenance.

On the whole, the school seems efficiently operated, and certainly is kept to a high degree of cleanli-

ness which is remarkable after viewing the handicaps under which the personnel works—with a shortage of help and a crying need of repairs.

The American Airlines has contracted to fly from 40,000 to 60,000 pounds of fresh fruits and vegetables from California to Cleveland, Detroit, and other mid-West cities, each month according to a story in Pathfinder magazine.

A substantial majority of the public in this country are convinced that the United States should belong to a world organization, according to a national survey just completed by the National Opinion Research center of the University of Denver.

Famous Last Words: "This windshield is pretty dirty, but I can still see okay."

Someone is injured through an accident in the United States every three seconds.

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THE VANISHING AUTOMOBILE

The announcement of 200,000 new autos, for passenger use, to be manufactured late this year does not assure everyone a new car. These new cars are expected to be rationed to very essential users. The new production figure represent only 5 3/10 percent of the 1941 new car production pre-war level.

Auto manufacturers have indicated their willingness "to scramble for free materials," foregoing assistance from the government in the form of allotments or priorities for the new cars. However, the industry anticipates difficulties in obtaining textiles, raw materials, equipment, and tools.

Mr. George Romney, managing director, Automotive Council for War Production, the industry spokesman, recently predicted that "Producers will use the same ingenuity in getting back into production with substitute materials that they had to use when converting to war work."

Excerpts from recent statements made by our national leaders in both government and industry definitely apprise us of the importance of our domestic transportation problems.

The late President Franklin D. Roosevelt stated, "Every day that war continues domestic transportation becomes more important to the American war effort and our essential civilian economy. If this Nation is to avoid a collapse of public transportation facilities and assure the movement of workers and materials absolutely essential to war production, we must conserve to the utmost our overburdened motor vehicle transportation."

Chairman Krug, WPB warned recently, "At no time since the war began has it been so necessary to conserve our motor equipment. The War Production Board is mindful of the necessity of providing additional production in support of our transportation system, and it is bending every effort to achieve this result."

War Production Board office further stated that 503,000 automobiles were delivered to the graveyard during 1944 and many more are unaccounted for which have ceased to be of service and are now reposing in backyards and vacant lots throughout America.

Mr. Chester Boyles of the OPA observes, "Only by such conservation measures as careful maintenance, tire recapping, car-sharing and observance of wartime speeds can domestic transportation be maintained."

Mr. Alfred P. Sloan, chairman of the National Highway Users Conference, recently stated, "The United States is in danger of a disastrous shortage of automobiles either before the end of the war or very soon thereafter." He urged motorists to "baby their cars along to an extreme degree—keep them in repair and not let them run short of lubrication." Only recently

Colonel J. Monroe Johnson, director of the Office of Defense Transportation stated, "This problem (transportation) will not be eased for a long time to come. On the contrary, the next 12 to 15 months will be the most critical period in transportation history."

Let's keep the automobile repaired—check and double-check to prevent a "breakdown." Car-sharing, conservation, and essential use will see transportation through.

IT HAPPENED IN FLORIDA

(Continued from page 21)

woman employee of the electric company, fell 12 feet from a ladder while painting a street light standard.

★ Mrs. Frank C. Vinson of Jacksonville, was lucky to get back a tire stolen from her car on Friday, the 13th.

★ Three airmen who had each lost a leg in action and one who had lost an arm are flying again at Drew Field.

★ David O. True of the South Florida Historical Society has been delving into ancient lore. St. Augustine's claim to have been the landing place of Ponce deLeon is false, True says.

★ Tampa police officers recovered their own stolen patrol car . . . Tampa firemen extinguished a blaze in their own fire truck.

★ A St. Petersburg negro was arrested for high financing—converting negotiable securities into frozen assets and selling them for cash: to wit, he appropriated an ice company truck, used the ice tickets in the pocket of the cab to obtain a supply of ice which he peddled and kept the money.

★ At Miami a woman left suicide notes, drowned herself in a bathtub, fully clothed except for shoes.

★ "Spike" Menge, aged 6, had his

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America's Secondary Highways Covered Under Federal 1944 Act

AMERICA'S 2,400,000 miles of secondary or farm-to-market roads have long been the Cinderella of our Federal highway support. While her handsome sisters, the broad trunk lines that span the continent and the State highways that link the great centers of population, have for decades received government funds for their improvement and extension, the county road has waited in the dust and mud for a Prince Charming to come along.

Now as in the nursery tale, things are going to be different, and the Federal-Aid Highway Act of 1944 is in the role of the Fairy Godmother. For the first time in history, congress takes cognizance of the roads which serve 6,000,000 farms and out of the \$500,000,000 a year authorized for the first three post-war years, it allocates \$150,000,000 for secondary highways.

It is provided in this act that the funds authorized are to be matched dollar-for-dollar by the States and their political subdivisions which means of course, the counties. At long last, the long-neglected country road is in the picture, but it does not follow that everything is smooth sailing from this point on. There are two important things which must be done before the farmer can hope to drive his automobile or truck into town without danger of being bogged down.

The first step is for the several States to provide the matching money for participation in the Federal grant. As has been pointed out, the Federal-Aid Highway Act of 1944 made history. It went farther than any previous legislation had done—taking in the farm-to-market roads, including municipalities and allowing funds for the purchase of rights-of-way. Some of our

mother's consent to make an airplane trip to Jacksonville alone to visit his grandparents. When the airplane refused to take him unless accompanied by a parent he borrowed a serviceman, who was making the trip, as his temporary "daddy."

★ Everyone has seen houses being moved down the highway but a Tampuan moved his by barge down the Hillsborough River.

★ A Jacksonville man has invented a coin-in-the-slot typewriter for public use.

States are not geared to accept this aid under their present laws, and new ones must be passed or old ones amended to secure their allotment. It is almost unthinkable that any State would neglect this opportunity; but States, like individuals, have been known to err through delay, stagnation, or opposition.

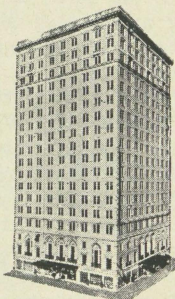
A pertinent question for every highway user in America to ask today is—what is my State doing about it? He should know too where to get the answer. It is in his own State legislature.

But with the State's financial machinery ready to function, there remains the second essential step which must be taken. That is the preparation of a program and the making of plans. This takes time, and the time to do it is at once. The post-war highway pro-

gram is intended to provide jobs for millions of returning servicemen. It won't be long now before those jobs will be needed.

While the highway user is in a questioning mood he might ask what are the State, county, and municipal highway officials of my State doing to provide this shelf of post-war highway projects? The Fairy Godmother transformed the pumpkin and mice into a

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SAVE-A-LIFE QUIZ

1. The best way to hitch a tractor to a machine or a trailer is to: a. Have someone stand on the ground behind the tractor to direct and lift the tongue of the machine. b. Have the driver use an iron bar with a hook on the end to lift the tongue. c. Let the tractor stand and push the machine up to it.

2. If you have to crawl under your car to work on it, the safest way to do it is to: a. Jack up the car. b. Dig a hole under it. c. Block up the car.

3. According to all available reports, what farm machine is involved in the most accidents? a. Plow. b. Mower. c. Tractor.

4. What is the most common and frequent occupational disease? a. Dermatitis. b. Silicosis. c. Pink eye.

5. What is the "Buddy system" of swimming? a. Going swimming with a buddy instead of a sweetheart. b. A new stroke developed by Buddy Finangill. c. Never going swimming alone but always taking a buddy or friend along with you.

6. The safest way to lead a bull is: a. With a rope. b. With a staff. c. With steel chain.

7. The hours when industrial workers are most prone to accidents are: a. Right after starting in the morning. b. Just before quitting time. c. Three hours after starting in the morning and three hours after lunch.

8. Electric irons which were not disconnected are estimated by the National Fire Protection Association to have caused how many fires every day in the United States? a. 10. b. 40. c. 120.

9. If you should come into contact with poison ivy, what should you do? a. Wash the affected parts with copious quantities of water and strong soap. b. Bandage the affected parts immediately to keep the air out. c. Paint the affected parts with iodine.

10. The major industry with the highest accidental death toll in 1944 was: a. Manufacturing. b. Farming. c. Construction.

(Answers to Save-a-Life Quiz on page 42)

beautiful coach with white horses merely by waving her magic wand. We can't expect highway officials to match that, but American skill and ingenuity need not depend on miracles once they are applied to a task.

The kind of plans needed are the plans that have progressed through the blueprint stage—the kind that can be advertised in the newspapers tomorrow. It is not enough to muse that "we ought to resurface that stretch" or "we should have a new road here." There is nothing in such wishful thinking to help the farmer, the mail carrier, the school bus driver, and all the rest who have to use these country highways. We must have rights-of-way and the engineering details on paper before we can start to move dirt.

That is why this association urges immediate action all along the line in order that the post-war program may do what it is intended to do—relieve unemployment, stimulate business and help stabilize the national economy. If we wait until VJ-day and then start to plan, there will be a long period before actual construction can begin. Road building should commence just as soon as the volume of manpower, released by the armed forces and by war industry, justifies it. Some States have made excellent progress toward this goal but the plans of others is still in the dream stage.

Under the act, county and municipal highway officials must integrate their local plans with that of the State. Since Federal-aid is new to the smaller subdivisions of the State, plans for aiding the farm-to-market roads for the most part are not so far advanced as those of the State. They should be and they can be—especially if the voices of the highway users are heard in the land. Under our democratic government, there's nothing like public opinion to get things started. We may be certain that the American farmer, with relief in sight, will not remain unheard.—Charles M. Upham, engineer-director, American Road Builders' Association.

A recent survey of a large city's hospitals showed 10 percent of its beds occupied by accidentees.

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BEST FOOT FORWARD

(Continued from page 9)

therapy unit in use at the State Hospital. This is modern equipment contained in a room well designed and built for the purpose. The only criticism is that there are not enough such units to fill the need. Two are in use and the institution could well use 15 with three to four physiotherapists in charge. The treatment is helpful in some types of mental disorder and tends to calm the violently disturbed patients.

The chief trouble with all institutions is that they have not enough of anything—not enough bed space, not enough dining space, not enough equipment, and not enough personnel to do the job they should be doing.

STATE HOSPITAL

(Continued from page 13)

many wards, the beds are packed solidly.

Bed crowding has not yet reached the point at this institution where porch space is sacrificed as it has been at the Farm Colony. Unable to sit in their wards in the daytime, patients do find some small reading rooms and much screened porch space which they enjoy to the full.

More acute than lack of dormitory space at the State Hospital is the shortage of personnel. There are only eight physicians, not enough to provide treatment for illnesses and accidents and also for the standard degree of psychiatric treatment but, shorthanded as the institution is, much therapeutic work is carried on. Physiotherapy is given with two tub units now installed; six other are available but there is no place to install them and 15 should be in use. Occupational therapy is carried on as feasible, and recreation is given all the attention that can be spared it. Shock therapy and malarial treatment of parasitis is also provided.

Standards of the American Psychiatric Society call for one physician to 150 patients. This would require a staff of 35 at the State hospital. The superintendent asked for an appropriation to provide for 27 and has been allowed, at reduced salary range, 17—just half the standard number but double the present staff.

The number of attendants available is no less short of the standard of one nurse or attendant to eight patients. In some typical cases, there are 42 attendants by day and 14 at night for 1,339 patients—a ratio of 31 by day and 95 at night for each attendant; in another ward there are 55 patients to each attendant; and three wards containing 278 patients are under the care of one attendant at night.

Toilet facilities are also substandard, especially as to number but in many cases as to condition. The State Board of Health standard of one toilet to 12

patients is far from met in such a typical example as a ward with one toilet for each 30 men.

Overcrowding in the dining room is an acute problem. Here patients are packed so tightly that their elbows strike one another when they eat. This leads to noise and disorder and fights frequently break out to the distress of other patients.

The State Hospital is operating on a replacement basis. From June 1, 1944 to May 31, 1945 the institution lost 1,212 patients who were discharged, furloughed, escaped, or died. During the same period the hospital admitted 2,216 patients. This did not materially change the population which stands today at 5,202 and it is difficult to see how any new patients can be admitted except in equal numbers with those departing.

Plant and functions in excellent condition at the hospital include the infirmary and hospitals, the dental clinic, the new recreation building and Landis Hall, the nurses home and school—and the kitchen which is one of the largest and most efficient in the country.

The institution is a community of some size and contains within itself, steam, ice, laundry, electric, water, and canning plants; beef, poultry, dairy, hog and general farms; mattress factory, garage, carpentry and construc-

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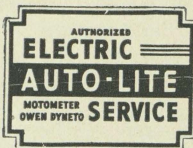
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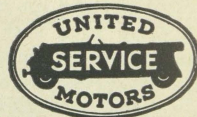
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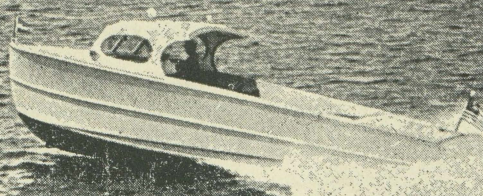


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tion shop, plumbing shop, sewing room, foundry and machine shop. The products reduce materially the cost of caring for so many patients.

The grounds are well kept and present much the same appearance as a college campus.

Inside the wards and other buildings the need for more space and equipment and for additional personnel is apparently acute. Until these needs are filled Florida cannot claim that it is providing adequately for its mentally ill.

WE COMMITTED OUR CHILD

(Continued from page 20)

further, in justice to Mary Lou, her brother, ourselves, and the community.

The second possible step—placing Mary Lou in the home of a friend or relative—we ruled out immediately. How could we subject the life of another family to a distortion we wanted to avoid in our own?

And thus we came to the doctors' conclusion—commitment to an institution. The word was abhorrent to us at first, for it denoted a sort of prison in which unfortunates are placed out of society's sight. But as we inquired into the nature of institutions in our State, we found them offering a quality of care average parents would be hard put to provide. They have nursery schools for children capable of profiting by them and elementary schools for those able to go further. Handicraft projects, print shops, repair shops, gardens, and farm work give older patients an opportunity to be useful and happy.

Putting Mary Lou in the care of a private hospital appealed to us more than sending her to one operated by the State, but investigation revealed that the cost would be high, not completely beyond reach, but certainly high enough so that we would be unable to finance the kind of education we would like to give our boy. He, after all, was the child who had the potentialities.

So it was that we decided in favor of a State hospital. Taking Mary Lou to it was a heartbreaking experience, but we were fortified with the conviction that in this move lay the sole hope for happiness for all four of us. And we were greatly heartened by the appearance of the place. It resembled a college campus, with pretty brick buildings set amid sweeping grounds. There were no walls, no guards. Patients strolled, played, or rested outside their homelike cottages. In this community, we saw also, there were no thoughtless neighbors gossiping about the unfortunates and jeering at them and their families.

The reception was kind, almost completely devoid of red tape. The newcomer was regarded as a patient rather than a prisoner, and the doctors, nurses—in fact, the entire personnel—proved specially trained to bring out whatever abilities he or she might

have. The parents were treated as persons who would continue to be interested, who would contribute toward clothing and medical costs, and who would be informed regularly on the condition and progress of the patient.

More than a year has passed since that day. We have kept in close touch with the hospital by mail and telephone and have made the 100-mile trip to visit our daughter at least once a month. The simple routine of good food, sunshine, and fresh air have done wonders for Mary Lou's physical health. We still do not know what potentialities Mary Lou possesses, but we feel confident that whatever they are, the skilled, hard-working staff will labor earnestly to develop them.

And so tragedy came into a family

that barely knew the word. We think, we **pray**, we have faced it wisely.

Bob Johnson sleeps beneath this lid. He always claimed he couldn't skid. The fact remains he could—and did!



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FLORIDA FORESTRY LEGISLATIVE ACTS

While the Florida legislature was held over for an extra session by Governor Caldwell, all matters affecting the Florida Board of Forestry and Parks were disposed of during the regular session. Probably the most important action taken was an amendment to the Florida county fire control enabling act, passed in 1935. This act calls for a public referendum in any county considering fire control as a prerequisite to the establishment of a unit, the referendum to be held in connection with a general election. Seven counties have established protection under this law.

Seven more counties held referendum in connection with the general election of last November. This election involved the ballot of the men in the armed forces and, in connection with their vote, came a critical scrutiny of the county enabling act. It was discovered that the establishment of a county fire control unit required a favorable majority of the total number of votes cast in the county in the election—rather than a majority simply of those that voted on the question of fire control.

By this interpretation, all counties which held referendums in November failed of favorable action and the counties now with established fire control existed illegally.

Accordingly, the 1945 legislature amended the enabling act to require only a majority of the votes cast in the referendum and by special provision validated all such previous majorities.

Another enactment amended the basic State park legislation, also passed in 1935, to permit the operation of the State park function as a separate agency from the Forest Service, still under the jurisdiction of the Florida Board of Forestry and Parks but with the State park director responsible directly to the board rather than to a department head in the dual role of State forester and park executive.

The State appropriation approved for the work of the Florida Board of Forestry and Parks was set at \$375,000, plus an "emergency" item of \$225,000, the latter to be spent only with the permission of the State Budget Commission. The uncertainty surrounding this emergency allocation makes its availability a question and to all in-

terests and purposes the board has received only a \$75,000 increase over the \$300,000 per year which it has had during the past biennium.

Of minor interest were: A local bill permitting the county commissioners of Lee County to establish and operate a county fire control unit; a similar provision with respect to Brevard County, and two local bills for Hillsborough County to permit a special commission to operate fire equipment outside of the city limits of Tampa and in the suburb communities and to permit cooperation with the county fire control unit operated by the Florida Forest and Park Service.

Several of the bills that were introduced and failed of passage were of more than State interest. A bill to substitute the International rule for the Doyle as the standard log rule for Florida failed in committee. A Forest Compact Commission was proposed, its function the establishment of trade agreements with other States with respect to forest products. It died on calendar.

A forest products tax measure sponsored by the governor and intended to produce revenue for forestry and fire control purposes, was introduced late in the session and attracted considerable attention. It failed of passage. Under its provisions, all producers of forest products would be licensed, would pay a tax of 20c per thousand board feet on lumber and veneer, 7c per standard cord of pulpwood, 1c per railroad cross tie, 5c per 100 pieces of mine props, 10c per barrel of crude

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CHEMURGY AIDS STATE INDUSTRIAL EXPANSION

William Seltzer, who is a chemist and director of the Miami office of the Smaller War Plants Corporation, believes that Florida's greatest industrial development lies through chemurgy. Chemurgy is a word coined from the two words, chemistry and agriculture. It means the application of chemistry to agriculture.

Seltzer holds that scientific analysis of the vegetables and other farm products grown in Florida would provide all of the elements necessary for the operation of many types of manufacturing and processing plants.

For example, agricultural products grown in this area would supply sugar, starch, botanical drug, vitamin concentrate, leather tanning and other factories. He suggests that the enzymes from papayas might possibly prove to be the long-sought agent needed to de-gum ramie.

Seltzer believes that Florida ought to lead the world in production of frozen foods. Vast quantities of carbon dioxide gas now are going to waste in the Greater Miami area which could be used to manufacture dry ice. And dry ice, he adds, would provide the freezing agent necessary for the establishment of a frozen food industry.

For those who question this by pointing out that the temperature of dry ice cannot be controlled and therefore is not looked upon with favor in the frozen food industry, Seltzer asserted that a recent invention is claimed to have power to control the temperature of dry ice.

Those carbon dioxide gasses now going to waste are wafting up the smokestacks of plants in Florida which process phosphate rock and cement. The limerock, which underlies a great deal of southern Florida, will create carbon dioxide gas when burned.

Seltzer cautions against business interests in south Florida attempting to compete with other industrial sections in the manufacture or processing of goods and materials. He urged that instead, new products be developed through chemurgy.

He offers a slogan to guide businessmen in the development of new industries. It is, "Analyze, Synthesize, Utilize, and Realize."

Another interesting sidelight on the supply possibilities of south Florida which have been overlooked in the past was revealed at a meeting of the TIES Association by Seltzer.

A Miami furniture manufacturer applied to the Smaller War Plants Office for help in finding a source of Spanish moss, used in the furniture manufacturing business. The Miami businessman had been buying Spanish moss from a New York City wholesaler, who had run out of a source of supply.

The Smaller War Plants Office put

the Miami furniture man in touch with six Florida suppliers of Spanish moss. And now the Miami businessman is getting his moss cheaper and the Florida supplier has another customer.

Seltzer said the Smaller War Plants Corporation, which is the only government war agency created by congress (all the rest were created by executive order) probably will be maintained after the war to help small businessmen with procurement of materials, loans, technical advice, and general plant operations and expansions, as the Department of Agriculture now helps farmers.

The Miami area small industries have demonstrated that they can pro-

duce goods as skillfully as other industrial areas and at competitive prices.—John Pennekamp in Miami Herald.

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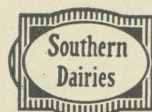
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Transactions of Meeting of Florida State Road Department

HELD AT DAYTONA BEACH AUGUST 6, 1945

The State Road Department of Florida held a regular meeting at Daytona Beach on August 6, 1945, with the following attendance:

F. Elgin Bayless, Chairman, Member from 3rd District; S. Kendrick Guernsey, Member from 2nd District; Herman B. Fultz, Member from 4th District; Robert T. Carleton, Member from 5th District; J. Robert McClure, Secretary; L. A. Fraleigh, Assistant Secretary; J. H. Dowling, State Highway Engineer; L. K. Cannon, Assistant Highway Engineer; E. C. DeGarmo, Assistant Highway Engineer; E. S. Fraser, Bridge Engineer; C. J. DeCamps, Right of Way Engineer; Charles Hopkins, Federal Aid Engineer; J. W. Allen, Division Engineer; J. R. Slade, Division Engineer; H. H. McCallum, Division Engineer; N. S. Emory, Division Engineer; N. L. Bryan, Division Engineer; Calvin Johnson, Attorney; R. W. Ervin, Assistant Attorney; W. M. Wainwright, Auditor.

APPROVAL OF MINUTES

On motion of Mr. Fultz, seconded by Mr. Guernsey, the minutes of the meeting held on June 11 at Tallahassee were approved.

APPROVAL OF CONTRACTS AWARDED

On motion of Mr. Guernsey, seconded by Mr. Fultz, the following resolution was adopted:

WHEREAS, pursuant to due advertisement, the Department did on certain dates, as hereinafter indicated, receive bids for the construction of certain projects and for the furnishing of certain equipment, as herein-after listed; and

WHEREAS, the firms hereinafter named were and are hereby declared to be the lowest responsible bidders therefor,

NOW, THEREFORE, BE IT RESOLVED, that the action of the Chairman in awarding the contracts hereinafter listed, be and the same is hereby approved, which said contracts are as follows, to wit:

Construction

Bids received June 14

1502-108, 15, Pinellas, Cone Bros. Contr. Co., \$29,360.80.
1301-114 etc., 5, 161 & 18, Manatee-Sarasota, Cone Bros. Contr. Co., \$53,893.99.
0906-108, 8, Highlands, Brinson Const. Co., \$83,777.39.
0605-106, 63, Hardee, J. D. Manly Const. Co., \$35,252.80.
0601-115 etc., 2, 32, 63, 18, Hardee-DeSoto, J. D. Manly Const. Co., \$38,627.62.
1114-901 etc., 500, 2, Lake-Marion, J. D. Manly Const. Co., \$61,848.16.
7914-901, 44, Volusia, J. D. Manly Const. Co., \$4,950.08.
1101-104, 1101-901, 2, Lake, J. D. Manly Const. Co., \$18,531.00.
0804-104, 15, Hernando, J. D. Manly Const. Co., \$31,264.00.
0801-109 etc., 5, 15, 34, 23, Hernando-Pasco, W. H. Armston & Co., \$21,719.02.
1502-109, 15, Pinellas, W. H. Armston & Co., \$34,559.28.
2602-107, 2-A, Alachua, L. J. & W. L. Cobb, Inc., \$7,352.50.
7101-104, 7110-102, 3, 48, Clay, L. L. Hall Const. Co., \$15,155.10.
7700-102, 398, Seminole, L. L. Hall Const. Co., \$30,743.10.
7400-102, 157, Nassau, R. H. H. Blackwell, \$32,546.00.
7002-112, 4, Brevard, R. H. Wright & Son, \$137,539.70.
3201-106, 2, Hamilton, R. T. Gordon Co., \$9,819.62.
1206-901, 183, Lee, C. T. Felix, \$57,636.35.
7901-105, 4, Volusia, Brinson Const. Co., \$53,115.73.
4900-102, 277, Franklin, Coggin & Deermont, \$11,905.05.
9109-102, 59, Okeechobee, Belcher Oil Co., \$41,599.28.
9405-105, 162, St. Lucie, Belcher Oil Co., \$19,922.91.

7904-107 etc., 3- 21, 468, Volusia, Brinson Const. Co., \$93,922.01.

7802-103, 4, St. Johns, R. T. Gordon Co., \$79,796.04.

5100-103, 578, Gulf, Faulk & Coleman, \$6,812.84.

5315-105, 159, Jackson, A. B. Covell, \$78,028.64.

DA-WR-34-A(1), 403, Orange, Langston Const. Co., \$9,606.72.

Bids received July 12

7800-101, City, St. Johns, R. T. Gordon Co., \$6,568.60.

7014-109, 219, Brevard, Faulk & Coleman, \$65,066.04.

7219-102, 376, Duval, Atlantic Dredg. & Const. Co., \$219,234.99.

7006-105, 140, Brevard, L. L. Hall Const. Co., \$70,086.05.

Equipment

Bids received June 15

Model "D" Tourapull, Power Unit, Dozer etc., F. O. B. Gainesville, Fla. Equip. Co. of Jax., \$4,069.14.

SUPPLEMENTAL AGREEMENTS

On motion of Mr. Fultz, seconded by Mr. Carleton, approval was given to the following Supplemental Agreements, entered into since the last meeting of the Board:

5649, 10, Bay, Cleary Bros. Const. Co., \$2,446.56 Increase.

9202-107, 9102-902, 29, Osceola-Okeechobee, J. D. Manly Const. Co., \$5,250.00 Increase.

4600-101, City, Bay, Cleary Bros. Const. Co., \$2,496.02 Increase.

4602-902, 10, Bay, Boyce Kershaw Co., \$17,749.80 Increase.

1621-102, 34, Polk, Powers & Archibald, Inc., \$770.00 Increase.

1403-104, 1502-107, 15, Pasco-Pinellas, R. H. Wright and Son, \$21,958.65 Increase.

0903-105, 1617-103, 8, Highlands-Polk, Marion Contr. Co., \$20.00 Increase.

0304-106, 0308-901, 27, 164, Collier, Troup Bros., \$426.26 Increase.

DA-WR-5(1), 341-32, Highlands-Polk, W. L. Cobb Const. Co., \$5,610.65 Increase.

7217-105, 7217-106, 139, Duval, Duval Eng. & Const. Co., \$25.00 Increase.

SN-FAS-77(1), 17, Hillsboro-Pinellas, L. J. & W. L. Cobb, Inc., \$371.25 Increase.

FS-Fla-3(1), Fl. Strip, Monroe, Belcher Oil Co., \$204.25 Increase.

5649, 10, Bay, Cleary Bros. Const. Co., \$98.36 Increase.

7803-901, 140, St. Johns, Okeechobee Const. Co., \$2,018.94 Increase.

8613-102, 361, Broward, R. H. Wright & Son, \$26,358.46 Increase.

5001-105, 5009-901 etc., 1, 277, 90, 52, Gadsden-Washington, Coggin & Deermont \$0.00 Decrease.

2602-104, 2-A, Alachua, Marion Contr. Co., \$0.00 Decrease.

1206-901, 183, Lee, C. T. Felix, \$1,250.00 Decrease.

0403-103, 86, DeSoto, Brinson Constr. Co., \$1,815.62 Decrease.

9405-105, 162, St. Lucie, Belcher Oil Co., \$5.46 Decrease.

DA-WR-34-A(1), 403, Orange, Langston Constr. Co., \$192.50.

AUTHORITY AND REQUEST FOR RIGHT OF WAY

Resolutions authorizing and requesting that right of ways be secured were adopted covering the following projects:

Lt. Lucie County, Road 162, Section 9107, Fultz and Carleton.

Volusia County, Road 3, Section 7904, Carleton and Fultz.

Polk County, Road 30, Section 1615, Guernsey and Fultz.

Lake County, Road 22, Section 1107, Carleton and Guernsey.

Orange County, Road 22, Section 7505, Carleton and Guernsey.

Hamilton County, Road 116, Section 3205, Guernsey and Fultz.

Collier County, Road 164, Section 0307, Fultz and Carleton.

Holmes County, Road 1, Section 5201, Guernsey and Carleton.

Walton County, Road 1, Section 6001, Guernsey and Fultz.

CORRECTION OF ROAD NUMBERS IN MAINTENANCE LIST

On motion of Mr. Fultz, seconded by Mr. Guernsey, the following resolution was adopted:

BE IT RESOLVED, that the correction of certain road numbers in the list of roads taken over for maintenance, contained in the minutes of June 11, as published in the June issue of the Department's magazine FLORIDA HIGHWAYS, be and the same is hereby approved, as set out below:

Santa Rosa County, Road 265, be changed to read Road 188.

Broward County, Road 518, be changed to read Road 394.

That the description of Hillsborough County, Road 595, "from the East end of Davis Causeway to Road 545," be changed to read, "From the East end of Davis Causeway to Road 592."

BE IT FURTHER RESOLVED, that the Secretary be and he is authorized and directed to make these corrections in the permanent record of the said Minutes.

APPROVAL OF INCREASE IN SECRETARY'S SALARY

On motion of Mr. Guernsey, seconded by Mr. Carleton, the following resolution was adopted:

BE IT RESOLVED that the action of the Chairman in raising the salary of the Secretary to \$5,750 per annum, effective June 1, 1945, previously approved by the Members of this Board individually be and the same is hereby confirmed.

ROADS TAKEN OVER FOR MAINTENANCE

On motion of Mr. Fultz, seconded by Mr. Carleton, the following roads were added to those to be taken over for maintenance, effective immediately:

Palm Beach County, Road 198, from Road 25 to Shawano, 7.3 miles.

Indian River County, Road 252, Indian River Bridge to Ocean Drive, .80 miles.

CANCELLATION OF CONTRACT ON CHOCTAWHATCHEE BAY BRIDGE—ROAD 152

On motion of Mr. Fultz, seconded by Mr. Guernsey, the following resolution was adopted:

WHEREAS, on July 9, 1945, upon the recommendation of the State Highway Engineer, the Chairman and the Secretary executed on behalf of the Department an agreement with Hardaway Contracting Company, a foreign corporation, providing for the cancellation of that certain construction contract entered into on May 30, 1945, between the Department and said Hardaway Contracting Company covering State Job 6004-903, Road 152 (Choctawhatchee Bay, Walton County) Contract 1658, upon payment by the Department of approximately \$5,425.13 representing the actual invoices plus freight charges of all materials and cost of labor for handling same which the said contractor had purchased and secured delivery of in preparation of performance of the said contract; and

WHEREAS, the said cancellation contract was executed by reason of the mutual mistake of the parties as to the engineering estimates of the work to be performed and the cost of performing such work under the said construction contract,

NOW, THEREFORE, BE IT RESOLVED by the State Road Department that the action of the Chairman and Secretary of the Department in executing the said cancellation contract dated July 9, 1945, is hereby approved, ratified and confirmed.

DEATH OF WILLIAM HAMILTON DOWLING, FATHER OF J. H. DOWLING, STATE HIGHWAY ENGINEER

On motion of Mr. Guernsey, seconded by Mr. Fultz, the following resolution was adopted:

WHEREAS, on the eve of the Department's meeting today word was received of the death of William Hamilton Dowling, father of J. H. Dowling, State Highway Engineer; and

WHEREAS, William Hamilton Dowling was a distinguished citizen of Florida and long served our State; and

WHEREAS, the Members and other personnel of this Department knowing the close bond of affection existing between State Highway Engineer J. H. Dowling and his father, fully realize his great loss,

NOW, THEREFORE, BE IT RESOLVED that this Department extends to State Highway Engineer Dowling its deepest sympathy and condolence in his bereavement in the death of his father, William Hamilton Dowling.

BE IT FURTHER RESOLVED by the Department that this resolution be spread in the minutes of this meeting and a copy thereof presented to State Highway Engineer Dowling.

DEATH OF BRIAN JAMES HURT, JR.

On motion of Mr. Fultz, seconded by Mr. Guernsey, the following resolution was adopted:

WHEREAS, Brian James Hurt, Jr., of Sanford, Florida, prior to his entering the Army Air Forces of the United States, was an employee of the State Road Department of Florida, in the Fifth Division; and

WHEREAS it has just come to the attention of this Board that while serving as a tail gunner on a mission over Germany during the month of September, 1944 he made the supreme sacrifice for his country,

NOW, THEREFORE, BE IT RESOLVED that this Department deeply regrets the loss of this brave and loyal American and valued employee, and does hereby extend to his parents and other surviving relatives the deepest sympathy in their sad loss.

BE IT FURTHER RESOLVED that a copy of this resolution be sent to the father and mother, Mr. and Mrs. Brian Hurt, and that it be spread upon the minutes of this meeting.

DEATH OF ROBERT M. MCTUREOUS, JR.

On motion of Mr. Fultz, seconded by Mr. Guernsey, the following resolution was adopted:

WHEREAS, Robert M. McTureous, Jr., of Altoona, Florida, prior to his entrance into the United States Marine Corps, was an employee of the State Road Department of Florida; and

WHEREAS it has been brought to the attention of this Board that, on June 11, 1945, on Okinawa, he made the supreme sacrifice in line of duty in the service of his country.

NOW, THEREFORE, BE IT RESOLVED that this Department deeply regrets the death of this brave and loyal American and valued employee and does hereby extend to the parents and other surviving relatives of Private McTureous its deepest sympathy in their sad loss.

BE IT FURTHER RESOLVED that a copy of this resolution be sent to the father and mother, Mr. and Mrs. Robert McTureous of Altoona, and that it be spread upon the minutes of this meeting.

DEATH OF PROJECT ENGINEER D. FRASER THOMAS

On motion of Mr. Fultz, seconded by Mr. Guernsey, the following resolution was adopted:

WHEREAS, since the last meeting of this Department the Members of this Board have been advised of the death of D. Fraser

Thomas, a project engineer in the Second Division; and

WHEREAS, Mr. Thomas has given twenty-five years of important service to this Department,

NOW, THEREFORE, BE IT RESOLVED, that the Department deeply regrets the loss of this valued employee and expresses sincere and heartfelt sympathy to his widow in her bereavement.

BE IT FURTHER RESOLVED that a copy of this resolution be sent to Mrs. Lillie S. Thomas at Homosassa Springs, Florida, and that it be spread upon the minutes of this meeting.

NOTES OF THANKS

The Secretary read a note of thanks from Mrs. J. Walter Day for the expression of sympathy from the Board in the death of her husband, the late J. Walter Day, formerly an employee of this Department.

The Secretary read a resolution from the Board of County Commissioners of Pasco County thanking the Department for its cancellation of obligations of that County toward the Department in the aggregate sum of \$11,291.

WAGE SCALE FOR EMPLOYEES FOR TRAFFIC SURVEYS

On motion of Mr. Fultz, seconded by Mr. Carleton, approval was given to the wage scale proposed by W. M. Parker, Division Engineer in charge of Traffic Surveys, for certain employees needed, but not now included in the Department's adopted scale for classifications and salaries of personnel. The items approved were as follows:

Title	Salaries	
	Minimum	Maximum
Supervisors	\$ 7.00	\$ 8.50 per diem
Interviewers		
(Internal Survey)	6.00	7.50 per diem
Interviewers		
(External Survey)	135.00	160.00 per mon.

CHANGES IN AND ADDITIONS TO FEDERAL AID HIGHWAY SYSTEM

On motion of Mr. Carleton, seconded by Mr. Guernsey, the following resolution was unanimously adopted:

WHEREAS, the purpose of this resolution is to petition the Public Roads Administration, pursuant to the provisions of the Fed-

eral-Aid Highway Act of 1944 and the regulations of the Public Roads Administration pertaining to the selection of Federal-Aid highways and secondary and feeder roads, including General Administrative memorandum No. 277, dated May 27, 1945, for: (1) transfer of certain Federal-Aid Highway System mileage to the Federal-Aid Secondary System, and (2) the inclusion of certain additional road mileage as a part of the Federal-Aid Highway System; and

WHEREAS, the road mileage petitioned to be transferred from the Federal-Aid Highway System in the State of Florida to form a part of the Federal-Aid Secondary System in this State as the same is established is described as follows:

Transfer from F. A. System to F. A. S. System

1. Present F. A. Route No. 14, State Road No. 9, from the intersection of F. A. Route No. 6 (SR-1, U. S. 90) in Madison north to the Georgia State Line; 12,379 miles in length.

2. Present F. A. Route No. 15, State Road No. 50, from the intersection of F. A. Route No. 6 (SR-1, U. S. 90) in Live Oak northerly to the intersection of F. A. Route No. 2 (SR-2, U. S. 41) approximately two miles south of Jasper; and from F. A. Route No. 2 (SR-2, U. S. 41) at west limits of Jasper northwesterly to the Georgia State line, a combined length of 21,986 miles.

3. Part of present F. A. Route No. 17, State Road No. 10, from F. A. Route No. 6 (SR-1, U. S. 90) southeasterly to junction with State Road No. 53; 20,414 miles in length.

4. Part of F. A. Route No. 18 along State Road No. 17 in Hillsborough County from the intersection of State Road No. 592 west 4,670 miles to Memorial Highway; and projected location from above route South and

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southwesterly 13.650 miles across Old Tampa Bay to Pinellas County.

5. Leg of F. A. Route No. 3 from State Road No. 4-A in Florida City southwesterly to Royal Palm State Park; 11.552 miles in length, and

WHEREAS, the road mileage petitioned to be included in the Federal-Aid Highway System in the State of Florida is described as follows:

Extensions to F. A. System

1. From F. A. Route No. 1 in Pensacola along State Roads 1 and 53 across Pensacola Bay Bridge to junction with State Road No. 10; 24.897 miles in length.

2. From F. A. Route No. 11 at Brooksville southerly over State Road No. 15 through Hernando, Pasco and Pinellas Counties to intersection at State Road No. 230, at 5th Avenue North and 4th Street North in St. Petersburg; 69.489 miles in length.

3. From F. A. Route No. 18 (SR-17, Hillsborough Avenue) west of Tampa south along State Roads 592 and 545 and southwest along State Road 64 over Gandy Bridge, part of SR-230, and continuing southwest to intersect proposed F. A. Route extension at Pinellas Park in Pinellas County; 18.653 miles in length.

4. From F. A. Route No. 13 in Jacksonville southerly over State Road No. 3 through Duval, Clay, Putnam and Volusia Counties to junction with F. A. Route No. 10 north of DeLand; 100.364 miles in length.

NOW, THEREFORE, BE IT RESOLVED by the State Road Department of the State of Florida that the Public Roads Administration, Federal Works Agency, is hereby respectfully petitioned and requested to approve the inclusion of the road mileage described in the preamble hereto in the Federal-Aid Secondary System and in the Federal-Aid Highway System, respectively, in accordance with the permissive authority of said Federal-Aid Highway Act of 1944, and said regulations.

BE IT FURTHER RESOLVED that the Chairman transmit three (3) certified copies of this resolution, together with requisite maps and supporting and explanatory data necessary to the proper submission of this petition.

Brevard County

The delegation from Brevard County included Senator Lloyd F. Boyle, C. Sweet Smith, County Commissioner, Captain J. M. Law, Mayor, and O. L. Burton and Carlee Canova, of Eau Gallie, Mayor J. B. Dick and Lock Davidson of Melbourne, and Robert M. Angus, Consulting Engineer, of Jacksonville.

Mr. Angus spoke concerning the proposed inlet from the ocean to the Indian River about one-half mile south of the Eau Gallie Causeway. He pointed out the necessity for cutting State Road 140 should such inlet be constructed, and said the War Department has recommended that no bridge be built at this point because of the swiftness of the water and the resulting requirement for duplicate sources of power, and bridge tenders, but that Road 140 be left with dead-ends at the inlet and traffic be routed into State Road 4 over the causeways at Eau Gallie on the north and Melbourne on the south.

Mr. Angus stated that the inlet would be a post-war, War Department project with proper jetties and maintenance, at an estimated construction cost of \$1,700,000, and is favored by the citizens of Eau Gallie and Melbourne. He presented their request that the Department write a letter to the District Engineer of the War Department giving its approval to the cutting of Road 140 for the purpose of constructing the inlet, with its statement that the Road Department would not require a bridge across the inlet and that high preference would be given by the Department to the rebuilding of the two causeways above referred to. He said the War Department has scheduled a public hearing on this matter for September 25.

The Members gave consideration to the proposed project and concurred in their objection to Road 140's being cut without being bridged over the inlet. They agreed to write a letter to the War Department to the effect that they have no objections to the cutting

of the inlet as proposed provided the War Department constructs a suitable bridge at that point on Road 140, and further agreed in that event the Road Department will commit itself to placing on high preference the rebuilding of the Eau Gallie and Melbourne causeways, at an approximate cost of \$730,000, as estimated by Mr. E. S. Fraser, Bridge Engineer.

Daytona Beach

Mr. U. W. Cunningham, City Commissioner of Daytona Beach, expressed the hope that the Members were enjoying their stay in their city.

Mr. Cunningham spoke in behalf of Atlantic Avenue, stating he represented that section of the City. He made the statement that the Board under the previous Administration made a preliminary survey of this street before the War, from the North City limits down to Broadway Bridge, and he asked that the project not be forgotten by this Board. He expressed his knowledge of the necessity for additional right of way. When asked about this, Division Engineer Bryan suggested that an 80-foot right of way would be necessary, for the distance which is about 2½ miles. The Chairman suggested that the City obtain the necessary deeds from the property owners, with the arrangement for them to make use of the present property until such time as construction begins, and such information as the Division Engineer has available in regard to the right of way map was offered to the City. The Chairman further advised Mr. Cunningham that if the City will make the necessary arrangements for the desired 80-foot right of way the Department can make a definite commitment that the road will be built within the four year term of office of the present administration.

Duval County—Hogan Road

Mr. Guernsey brought up the subject of the Hogan Road, in Duval County, and said that considerable trouble is being had in securing the necessary borrow pits.

On motion of Mr. Guernsey, seconded by Mr. Carleton, it was agreed that Mr. McCormick be given until the 15th of August

to secure the necessary deeds, and if they cannot be produced by that date other arrangements will have to be considered.

Monroe County

Mr. Fultz presented the claim of the owner of the development known as the Theatre of the Sea, near the Overseas Highway on Windley's Key, that the water from the road is damaging his fish.

On motion of Mr. Fultz, seconded by Mr. Carleton, the following resolution was adopted:

BE IT RESOLVED by the State Road Department that the Board of County Commissioners of Monroe County, Florida, be and it is hereby requested to immediately carry out and perform the agreement heretofore made by said Board with the Department, to acquire and furnish the additional unacquired right of way required and used for the construction of State Road 4-A on Windley's Key in Monroe County, Florida.

BE IT FURTHER RESOLVED that Mr. Fultz and Mr. Emery confer with the Board of County Commissioners of Monroe County at their earliest convenience and make necessary arrangements for the acquisition of said additional right of way, and the Right of Way Division and the Legal Division of the State Road Department be, and

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they are hereby instructed to assist Mr. Fultz and Mr. Emery whenever requested by them in making such arrangements for the acquisition of said additional right of way.

Orange County

Representative L. C. Leedy, and Andy Slaughter, Secretary, and Robert Carr, President, of the Greater Orlando Chamber of Commerce, appeared in behalf of Orange County.

Mr. Slaughter expressed their appreciation for what the Department has done for them, and offered his assistance at any time. He extended to the Board an invitation to meet in Orlando at any time, assuring them of a welcome.

Funds for Road 162

On motion of Mr. Fultz, seconded by Mr. Carleton, the following resolution was adopted:

WHEREAS, at this time it appears impossible to obtain approval from the War Production Board for the paving of Road 162 as set up in the Budget for 1945, and

WHEREAS, the Department is desirous of doing just as much work during this year as possible,

THEREFORE, BE IT RESOLVED that the \$300,000 allocated to the paving of Road 162 be transferred to the grading of said road up to the point of its intersection with Road 29.

St. Augustine

Mr. William M. Husson appeared before the Board and submitted a plan proposed for the new location of U. S. Highway No. 1 through St. Augustine. He pointed out that his plan follows the Florida East Coast Railroad and through the yards with a series of traffic circles which he said would eliminate all traffic intersections. He stated the land acquisition would not amount to very much as it goes through practically waste land, and he stated the route would be cheaper than utilizing a portion of San Marco Avenue where property is relatively expensive. In the discussion Mr. Husson said he did not attempt to speak for the people of St. Augustine, but he did not see how they could expect the State to provide for after-the-war traffic through the congested and expensive sight-seeing district of the City.

Chairman Bayless produced a letter addressed to him by Mr. Frank J. Tart, Mayor-Commissioner of St. Augustine under date of July 31 making the following proposition:

1. If the Road Department will scarify, regrade and repave Bay Street from Ft. Marion Circle to King Street, the City will move the necessary palm trees, light standards, fire hydrants, catch-basins, and pay the cost of new curbing, the latter to be placed by the State's contractor.

2. The City will be responsible for the cost of retreading, and responsible for catch-basins and curb lines on Valencia Street from Cordova Street to Malaga, and on Malaga from Valencia to King, if the Department will have the two streets retreaded on behalf of the City.

On motion of Mr. Carleton, seconded by Mr. Guernsey, it was agreed to accept the proposition of St. Augustine as set out in the above letter.

Seminole County

The following delegation appeared from Seminole County: Senator Lloyd F. Boyle, Representatives M. B. (T-bone) Smith and L. B. Mann, Mayor Ed. Higgins of Sanford, and W. G. Kilbie, Chairman of the Board of County Commissioners.

Mayor Higgins speaking on the subject of City of Sanford, which will necessitate a proposed water terminal facilities for the relocation of State Road No. 3, stated he was changing his statement as to the feasible route. He said he had previously asked for a route from State 3 along First Street. Now, however, he requested a definite statement from the Board that the Department will reconstruct Road 3 on a new location, and that the present location of the road for about one mile will be abandoned and deeded to the City of Sanford to use as it sees fit. He said the City will acquire the right of way necessary for the relocation, and suggested the adoption of the route down Fulton Street.

On motion of Mr. Carleton, seconded by Mr. Guernsey, authority and instruction was given for a survey to be made and estimates, prepared covering the relocation of Road 3 through the City of Sanford, in order that a complete report may be made at the next meeting.

Sumter County

Representative J. C. Getzen of Sumter County appeared before the Board and stated he was present mostly to renew his old requests. He filed a letter bearing date of August 6, addressed to the Board, setting out the county's requests for the years 1945 and 1946.

Volusia County

The Delegation from Volusia County included Senator L. A. Coleman, City Commissioner U. W. Cunningham, County Commissioners Elmer Blank, and Russell Dymond and Haywood Brown, Secretary and President of the Chamber of Commerce.

Senator Coleman first spoke in behalf of the road from Daytona Beach to DeLand. Then he stated that he was even more concerned about the road from New Smyrna to DeLand, which he described as being very crooked and in very bad shape. He expressed his appreciation for the many courtesies extended to him by the personnel of the Road Department while he was serving in the Legislature in Tallahassee, and offered his services to the Department at any time.

Mr. Blank spoke in behalf of a survey from Barberville to Daytona Beach, to permit the County to proceed with acquisition of the right of way necessary for the proposed new route.

FEDERAL TAX ON FREIGHT

Considering the possible saving of the 3% Federal tax on freight shipments, the Board

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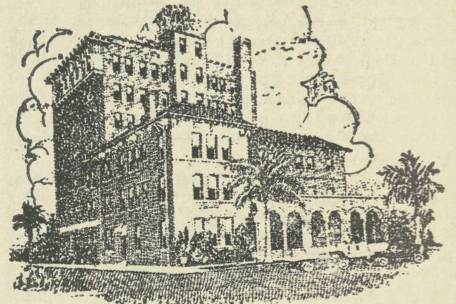
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instructed the Attorney to pursue the matter further, including an investigation of the practice in neighboring states, and making of further contacts with Washington, etc.

FEDERAL AID PROGRAM FOR POST-WAR WORK

Mr. Guernsey requested Mr. Dowling, State Highway Engineer, to give more study to the proposed Federal Aid Program for the First Post-War Fiscal Year, with a view to making a more equitable distribution of the funds among the several divisions.

IMPROVEMENT OF INTRACOASTAL WATERWAY—JACKSONVILLE TO MIAMI

Mr. Alfred A. Green, representing the Florida Inland Navigation District, came before the Board in the interest of the Intracoastal Waterway from Jacksonville to Miami. He stated that they had been trying to get the War Department to deepen this waterway to 12 feet and widen it to 125 feet, and the Congress has now authorized this improvement, with one of the conditions being the adjusting of the dimensions of the existing bridges to conform to the proposed increased width and depth. He advised that there are from 50 to 60 bridges along this waterway, and the District does not have the money for this work. He appealed to the Road Department to take over this project and suggested that Federal financial aid be sought. Mr. Green pointed out that the Department would not be called on for all of this work at one time, and offered the full cooperation of the District to aid in making application for Federal financial assistance.

Chairman Bayless made the statement that the estimate placed on the cost of completing the necessary reconstruction of the bridges amounts to \$11,000,000.

Congressional Delegation Requested To Give Support

On motion of Mr. Guernsey, seconded by Mr. Fultz, the following resolution was adopted:

WHEREAS, the State Road Department looks with favor upon the proposed deepening, widening and improving of the Intracoastal Waterway from Jacksonville to Miami, and desires to lend all possible assistance to the Florida Inland Navigation District in such behalf, commensurate with the financial ability of the Department and its paramount duty to maintain and preserve the State Highway System through all sections of the State; and

WHEREAS, the proposed deepening, widening and improvement of said Intracoastal Waterway as authorized by the Rivers and Harbors Act of Congress (Chapter 19—Public Law 14 (S 35) approved March 2, 1945, contemplates radical alterations and changes in several existing highway bridges over said Intracoastal Waterway, without any provision to defray the cost of said changes; and

WHEREAS, it is reasonably estimated such changes and alterations in said highway bridges will cost upward of \$11,000,000, which is beyond the means of the State Road Department to provide without Federal financial assistance, in view of the fixed requirements upon the revenues of the Department for state highway system expense,

NOW, THEREFORE, BE IT RESOLVED by the State Road Department of the State of Florida, that it hereby signifies its endorsement of the proposed deepening, widening and improvement of the Intracoastal Waterway, and in conjunction therewith brings to the attention of Florida's Senators and Representatives in the National Congress the need for Federal assistance in defraying the costs of altering and changing said State Highway bridges over said Waterway, which changes and alterations will be required in

order to permit such waterway improvements.

BE IT FURTHER RESOLVED that Florida's delegation in the National Congress be requested to investigate this subject and to actively initiate and support proper action to obtain this necessary Federal assistance.

BE IT FURTHER RESOLVED that certified copies of this resolution be transmitted by the Secretary to Florida's Senators and Representatives in the National Congress, Washington, D. C., and to the Florida Inland Navigation District.

INVITATION FROM SILVER SPRINGS

The Secretary presented to the Board the invitation from the management of Silver Springs that a Department meeting be held there in the near future. Because of statutory requirement for a meeting to be held in Tallahassee at least once each quarter, this invitation could not be accepted at present.

NEXT MEETING

By common consent the date and place for the next meeting was set for September 17th, at Tallahassee.

There being no further business ready for action at this time, the meeting was adjourned.

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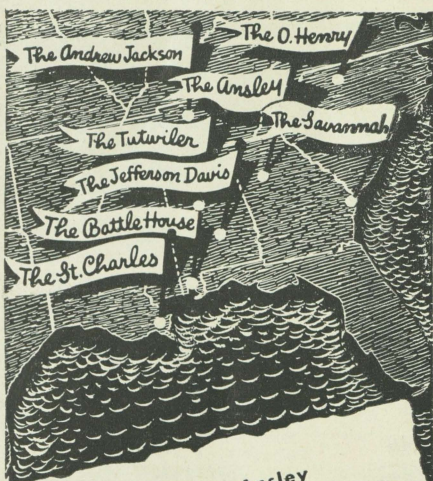
With nonrationing of gasoline to American motorists during summer months, a comparable increase in the traffic accidents is likely unless drivers also increase their precautions on the road, the National Safety Council warns.

The traffic accident rate has climbed upward month by month in 1945, though the year started well with January showing a 14 percent decrease

ANSWERS

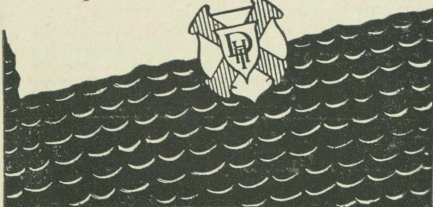
To Save-a-Life Quiz.

1. Have driver use an iron bar.
2. Block up car.
3. Tractor.
4. Dermatitis.
5. Never going swimming alone.
6. With a staff.
7. Three hours after starting and three hours after lunch.
8. 40.
9. Wash the affected parts.
10. Farming.



ATLANTA The Ansley
BIRMINGHAM The Tutwiler
MONTGOMERY The Jefferson Davis
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NEW ORLEANS The St. Charles
NASHVILLE The Andrew Jackson
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GREENSBORO The O. Henry

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Carling Dinkler, Jr., Vice-President
(In Service)



over January of 1944. The stage is set for a continuance of this accident rate climb with rusty drivers being given more gas to drive old cars over highways that have not been adequately maintained during the war.

The council offered these suggestions to American motorists for safer summer driving:

Hold your speed down.

Have your tires checked at least once a week.

Keep brakes in good condition by frequent checks.

Have headlights adjusted.

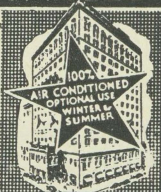
Remember there will be many more drivers on the highway. Show consideration for them.

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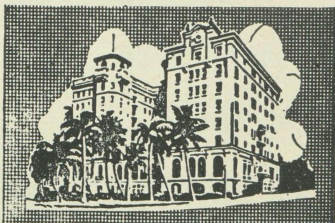


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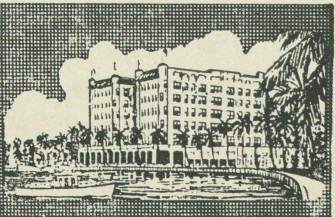
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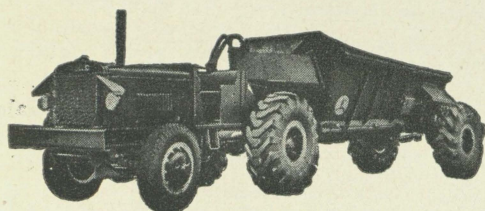
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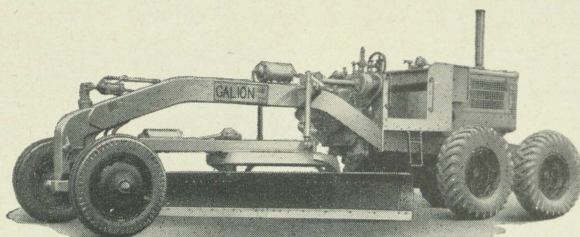
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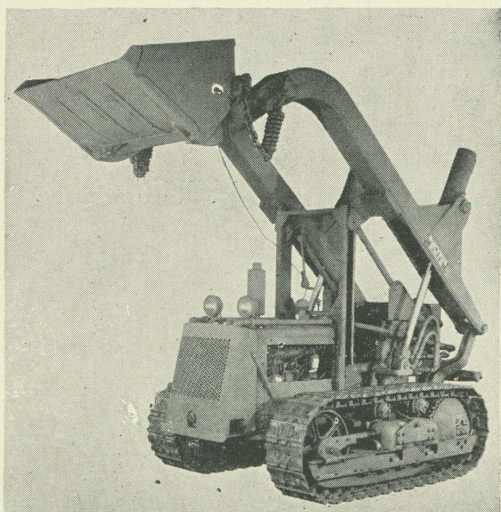
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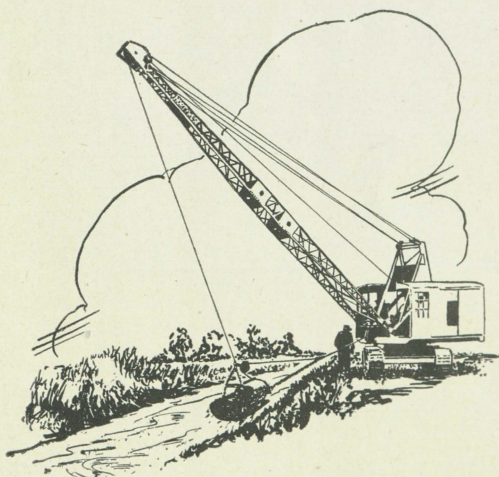
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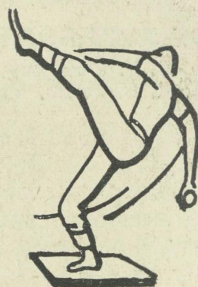
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